The UK's best Type 3
'67 Square like no other

Ultimate cruiser
Deluxe sunroof Microbus

VOLKS WORLD

THE VOLKSWORLD SHOW 2015

FULL REPORT ON THE WORLD'S BIGGEST AND BEST VW SHOW

TWIN AIR

BAGGED 1303 KARMANN CABRIOLET

PLUS

HOW TO REBUILD AN ENGINE
Splitting the crankcase and checking internals

WHEN CARS BECOME ART
The Irish Oval found in a hedge

VW ICONS
VW's sporty failure. Why the SP2 missed the mark

PROTOTYPE

CELEBRATING 60 YEARS

TÜV approved SSP wheels
Prices from £135

Weber twin dual 44 IDF carb kit
£819.50

DAUS powder
extinguisher kit £209.50

Front nose cone
£199.20

FREE
UK DELIVERY
ON ALL WEB
ORDERS
OVER £35

Cabrio hood
outer covers
prices from £251

01273 444 048
VWHERITAGE.COM

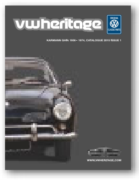
1953 pre-production Karmann Ghia prototype,
as seen at Volksworld Show 2015.

OR PROJECT

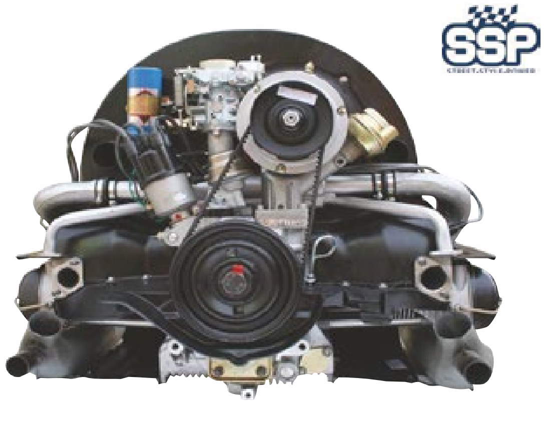
OF THE KARMANN GHIA

Tail light lens
£39.50

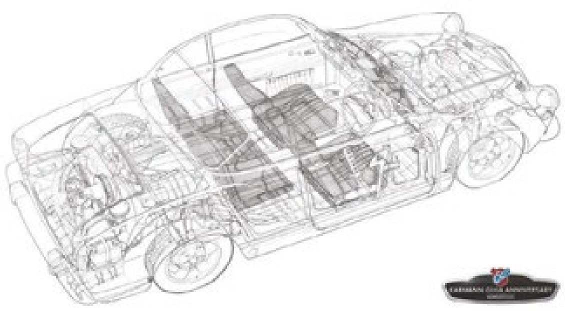
Chrome trim set, 12 piece
£127



New Karmann Ghia catalogue. Out now!



Brand new.
SSP engines 1200 - 2000cc UK built,
2 year warranty. Prices from £1895



Exclusive cut away Karmann Ghia
A1 size prints. Limited to 60 copies,
signed by artist.
Framed £160
Unframed £60

---

vwheritage

Run by enthusiasts for enthusiasts.

ORIGINAL
CLASSIC PARTS

NEW FOR 2015!

SPECIALIST INSURANCE FOR MODERN & CLASSIC VW CAMPER VANS

FREE T-SHIRT
WHEN YOU CALL FOR A QUOTE*

- Will cover modified Day & Camper vans
- **COVER UP TO £40K** if ungaraged*
- Up to **10K MILEAGE LIMIT***
- Fixtures & fittings cover included^
- Contents or home excess cover included^
- Most **MODIFICATIONS COVERED**
- Pick a specialist repairer of your choice
- Up to **£100,000 LEGAL EXPENSES COVER** if you're in an accident that's not your fault
- UK & EU breakdown **WORTH OVER £100** - includes Homestart
- European Cover up to 90 days

For Classic Camper vans

- **FREE** Agreed Value* • Salvage Retention Rights*

Call today and Quote Ref: **FREE TEE**

0800 093 2941

Camper Van | Classic | Specialist | Military | Performance

Visit us online at **cherished.carolenash.com**

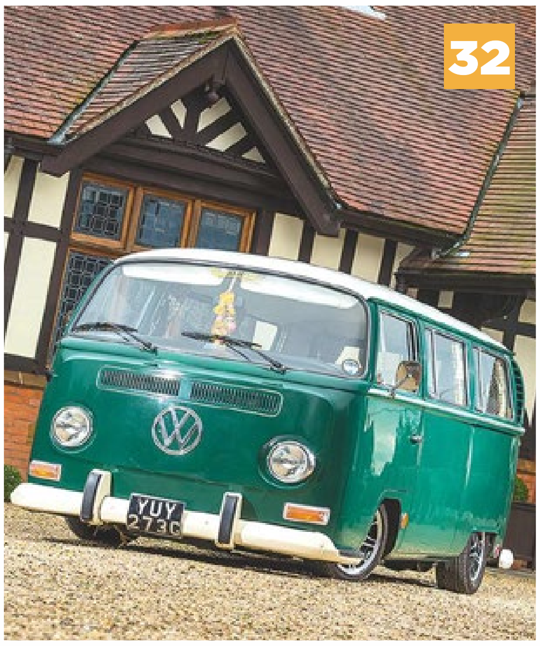
CAROLE NASH
30TH BIRTHDAY
The care it deserves

97% reevoo of customers would recommend Carole Nash
Scores correct as of January 2015

Opening hours: Mon-Fri 9am-7pm, Sat 9am-5pm.
*Terms and conditions apply, call for details. ^Limits apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.

CONTENTS
JULY 2015

42


32

54

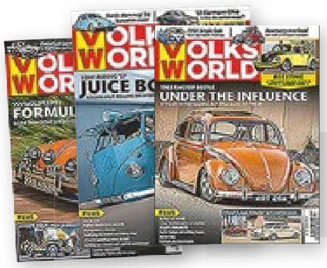
16

62

85

20

PRACTICAL VolksWorld



76

80

Never miss an issue, subscribe today on page 40

Go to www.magazinesdirect.com for more information and subscription deals

THIS MONTH

6 News
Old hippies never die…

8 Events
We head to Stuttgart for Retro Classics

10 Products
Be Guy Martin for just £74…

14 Letters
Old friends reunited

16 Readers' rides
Bugs Buggy and the Squareback

98 VW Icons
The most beautiful VW ever?

FEATURE CARS

20 Karmann Cabrio
Porsche-influenced, full custom 'Vert

32 Bay Window
The definition of original, we think…

42 Squareback
How far you have to go to win big

54 Oval Window
Irish art car that bucks all trends

VOLKSWORLD SHOW REPORT

62 Paint in, patina out
The show where the cars are the stars

PRACTICAL VOLKSWORLD

76 Project cars
Tony's back, and he's got a crowbar

80 How to
Type 1 engine strip, part 2

85 Built at home
The Stealth Bomber Bus

WELCOME TO THE MAG

It never ceases to amaze me the amount of trust some people place in old cars. Blind optimism some might call it.

I'm as guilty of this as anyone. Having just bought a car that had not turned a wheel in two, possibly three, years, after a 10-minute test drive and a fuel stop, I then proceeded to drive it 300 miles home. Madness. Or is it? The thing about air-cooled technology is it's simple. And that is where it's beauty really lies. Not how fast it is, nor how pretty it looks when you lift the bonnet. It's cheap and effective. Proper no-frills motoring, as it were.

There's virtually nothing to an air-cooled flat four so, as long as it's good internally, you only really need a few simple spares and a couple of hand tools to get them going again if something plays up.

Over the years, and thanks in no small part to the expertise of a small band of brothers in arms, I've dug a number of cars out of long-term hibernation. I think the longest had lain dormant for over a decade, yet all it needed was a fresh battery, a new set of points, a condenser and some fuel and it fired right up.

Obviously, I would never condone driving any car that had been left idle for so long, not least until it had been properly gone through (tyres, brakes, electrics and a whole lot more perish with age), but it's good to know how easy it can be to get these old machines ticking again.

And there's really nothing like the feeling you get when an air-cooled motor clatters back into life after sitting quietly for so long. All engines want to live, so let them I say. Just make sure you take care of them once they are running again, and carry a few handy spares with you. Oh, and breakdown cover makes a bit of sense, too. ■

James

James Peene
Group editor

First VW Heretics meet of the year is biggest ever!

VW Heritage's family friendly 'VW Heretics' meets got underway in April, with the first one attracting over 150 cars to the Shoreham-based specialist's warehouse.

With VW group vehicles from the earliest air-cooled example all the way up to 2015 welcome, the variety of vehicles on display was a sight to behold. Whatever your preference, there was a car or Bus to tick your box.

For those needing parts, the VW Heritage shop opens from 7-9pm to help with your project requirements.

The meets will run throughout the summer on the third Thursday of the month, so that's May 21, June 18, July 16, August 20 and September 17.

Musical entertainment is booked for each meet, and hot food is on hand from a number of local businesses. Stay in touch with what's planned for each month, along with news on competitions and sales on the VW Heritage facebook page.

Going loco!

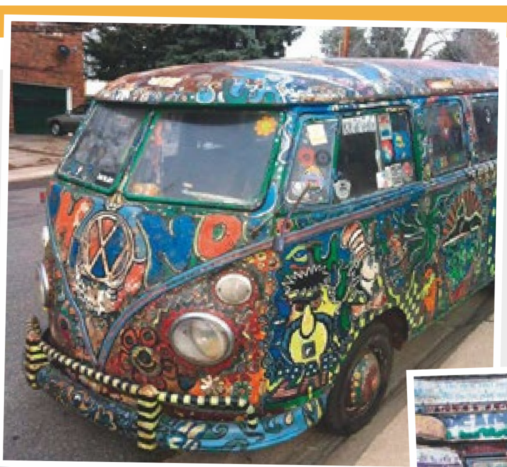
Prices for pretty much every classic car seem to be on the up and up at the moment, and we're seeing some VWs achieving stratospheric prices at auction. So, it didn't really come as a surprise to see the sale price when the hammer fell on this '74 Thing at the recent Gooding & Co. auction in the US.

One of several Things customised for an Acapulco resort, it set a new world record price for a Type 181 at $52,800. That's a cool £35,000 in your proper English money, and pretty good going for somebody when you consider the exact same car sold for 'only' $22,500 at auction in 2010.

When it comes to classic cars, the phrase better than money in the bank springs to mind, and it appears a lot of investors are thinking the same way. Our advice? Leave the overpriced auction stuff to the investors and buy something cool before it's too late.

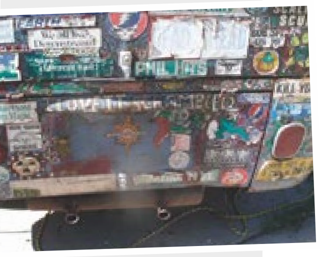
Discovered

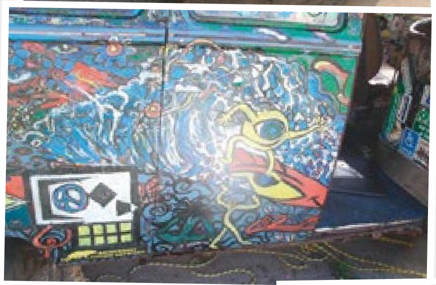
Here's a cool Bus that popped up on thesamba.com recently. The story is the Bus belongs to a friend of Ian Strack (who supplied the words and pics), the splendidly-named Scramble Campbell. Scramble and his friend, Chicken (we're not making these names up, honest), toured all over the US in the Bus in the '90s, following the *Grateful Dead*. Scramble then bought the Bus from Chicken in 1998 and it was left sitting in Florida until recently, when Scramble had it transported to Denver, where he lives now. All of the mechanical work required to bring the Bus back to life will be tackled by Ian at Das Wagen LLC (www.daswagen.com), while Scramble will restore the psychedelic paint job himself. He and his friend, Bill, see themselves as caretakers of the Bus, and plan to have it ready to take to the *Grateful Dead* 50th anniversary gigs in Chicago over the 4th of July weekend this year. Their ultimate wish, however, is for the Bus to end up in a museum some day, but it's got one last tour to make before then. We're sure this Bus has some amazing tales to tell, if only it could remember any of them…



Dr. Seuss' cat in a hat makes an appearance, as do Crumb's counter-culture Zap Comix

We all live downstream indeed





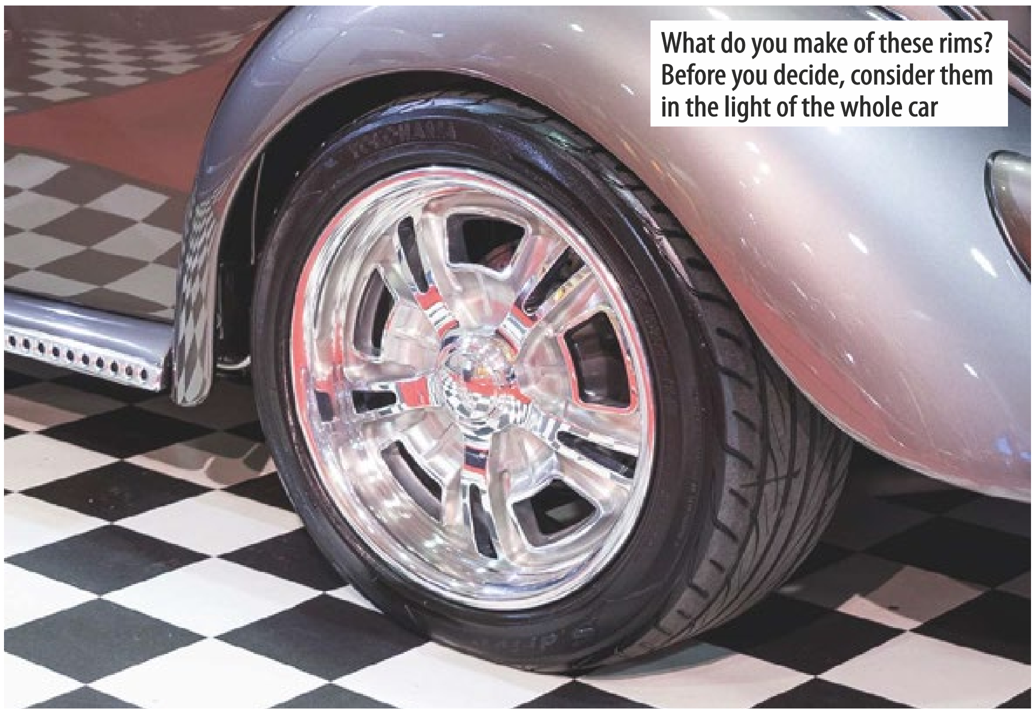
We can almost smell the herb from here. If only this was scratch and sniff

Like Keith Haring on acid. And that's saying something

Question: which came first, the Chicken or the Split? Peace brother

'Wagen wheels

Like experimental cuisine, sometimes the best ideas come from changing the formula



What do you make of these rims? Before you decide, consider them in the light of the whole car

> “fashion is only something that goes out of fashion”

It was Coco Chanel who said fashion is only something that goes out of fashion, or at least words to that effect. And when it comes to VWs, there have been countless 'fashions' over the years, from flower power Buses in the '60s (see below left) to Beach Buggies in the '70s to pastel-coloured 'Lookers in the '80s. Only the brave few went down the high-tech route in the '90s, but at least a few had the balls to do so. Now, however, we seem to be locked into ostensibly a stock fashion, albeit with varying heights of suspension and minor deviations in the wheel department.

But the cars in this month's issue throw up a few interesting ideas to explore as, aside from the predictably slammed, narrowed, tubbed, original paint Early Bay, all show a level of individuality that pushes them out of today's modified VW comfort zone. I allowed myself a wry inward smile when Glenn Williams said to me during the course of the conversation we had about the piece of rolling art he and his brother have created that what would be the point in just building another version of what everyone else is building? Likewise, Dave Pettengell, the owner of the blue Squareback, wasn't prepared to pour all his time, money, energy and thought processes into creating just another Cal Look or German Look Beetle. Even Doug Flynn's 1303 Cabriolet is sure to split opinion right down the middle, due primarily to his choice of wheels, which necessitated the use of widened wings. Controversial. Certainly these days.

Mind games

The end result of Doug and Dave's desires to be different aren't anywhere near as radical as what Colin and Glenn Williams pulled out of the deepest recesses of their combined minds, but it made both projects a lot harder to execute, and Dave still had to fight his corner to prevent his car being dropped to the floor like every other modified VW around, simply because he didn't want it dropped to the floor, like every other VW around. As such, he freely admits his car doesn't 'follow the formula', to the point that he and the guys behind it had convinced themselves it stood no chance of winning at The *VolksWorld* Show last year. History, and the combined might of the judging panel, proved them wrong, but I'll admit I was a little disappointed to hear them say that. For despite what people may think, or post on the internet, I've always believed / hoped that cars at any show are judged objectively, and on individual merit, not on how they stack up against current fashions, or even against the one alongside. I mean, it's an impossible task to judge a scratch-built, tube-frame race car like the Pro Turbo Notchback we had at this year's show against a stock restoration, or a piece of individual creativity like the Williams brothers' Oval against a restored Devon Camper, however beautiful it may be.

The problem is, try as anyone might to judge a car purely on the sum of its parts, subjectivity always creeps into it – that's human nature – and from that seed come the greatest disagreements. Take the so-called 'Mendeoval' for example. I took a good friend of mine to task over his comment that the wheels on it were awful. What's awful about them, I asked? For those that may not know the car, or didn't take the time to look at it in detail, it's a full-on custom VW, built in America by Mendeola Signature Motors with independent suspension all round, a 2332cc, turbocharged, fuel injected motor, 5-speed and a custom drilled theme followed through from front to rear. You may not like it, but you have to step back and appreciate the car as a whole. It's just my opinion, of course, but I think the custom made 17-inch Schott Modsport wheels on it are an inspired choice, and perfectly in keeping with that particular car. They're the right size, they fill the arches nicely, they allow it to wear the modern, high-performance rubber the car's technical spec demands, they're a clever mix of modern forged billet wheel technology and retro looks and, best of all, no other VW I have ever seen is wearing them. Tell me again then why they're wrong for this totally one-off custom VW, other than because they don't follow the formula? Had this car had any of the more predictable Porsche alloys we're used to seeing on high-po VWs I'd be willing to bet no one would have commented on the wheels.

I had a similar disagreement with two of my learned colleagues last year about the Bus I have picked as my favourite car of this year's show. Apparently, so I was told, the pinstripe on the body is 'wrong'. How can it be wrong, I asked? The Bus isn't a concours restoration, it's not actually even 'PGSG', if you want to be really picky, and it's about as far from a stock Split underneath as it's possible to be. So saying the pinstripe is wrong is like saying the leather-clad dash on Dave's Squareback is wrong. Different perhaps, not to your taste even, but most definitely not wrong.

And to give that same idea a different angle, the night I wrote this I watched the first episode in the new series of *For the love of cars*. In it, a 1969 Aston Martin DBS is given the works and – against all the 'expert advice' to keep it original as that's what the big ticket buyers value most – customised, cleverly playing on its tenuous James Bond connection. And guess what? At auction it sold for a new world record price* for the model. One wonders at what point the hammer might have fallen had the pinstripe been in the right place, so to speak. ■

* That is if you conveniently ignore the ex-*Persuaders* one that sold for three and a half times that. TV, eh?

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

VW CLASSICS
1966

This dealer, fittingly named Volkswagen Classics, had a lovely choice of air-cooled models on offer on his stand. The monochrome '66 Ghia was rather gorgeous

Retro Classics, Stuttgart

Held the same weekend as our own VolksWorld *Show, Europe's largest historic and classic car trade fair also packed in the air-cooled VWs*

Words and photos Richard Gunn

With 120,000m^2 of space spread over seven hangar-like halls, the annual Retro Classics show in Stuttgart celebrated its 15th birthday at the end of March by pulling in many thousands of vehicles and visitors. Around 1,500 exhibitors, clubs and companies had to squeeze in, so it was no wonder that the plaza outside the Messe Stuttgart exhibition centre (handily situated next to the city's airport) also had to be taken over, along with one floor of a neighbouring multi-storey car park for dedicated historic vehicle parking. It was, frankly, huge.

The four-day fest was for all classic vehicles – including tractors – and, because it was in Stuttgart, hometown boys Mercedes-Benz and Porsche proliferated. There were more 911s than you could shake a whale tail spoiler at! But Volkswagens weren't going to be outdone, with local enthusiasts and clubs fielding an impressive selection of air-cooled offerings from Germany's favourite marque. From early Beetles to modified Karmann Ghias, there was a great deal for VW fans to relish, much of it rarely seen at UK events. Many companies showed off promotional Type 2s in their corporate colours – what we wouldn't give for a Split Screen Double Cab in Robert Bosch red and yellow. There was even one of the magnificently-monikered Isdera Autobahnkurier, 1930s-styled coupés of 2006, featuring two Mercedes-Benz V8 engines under its elongated snout and Beetle doors.

> “An impressive selection from Germany's favourite marque”

With so many Volkswagens on display, plus lots of other European and American classics just for a bit of variety, Retro Classics proved well worth the pilgrimage. And although two of its days clashed with The *VolksWorld* Show, that still means that, next year, if the dates collide again, there are still two days to pop over to Germany and still be back in time for Sandown Park. After all, Esher isn't that far from Heathrow Airport… ■

Black and Yellow Racer-styled 1303 on the Memminger stand had a 168bhp Type 4 motor and ABS!

This '65 Beetle had never been restored, only repainted. And it could have been yours for €12,000

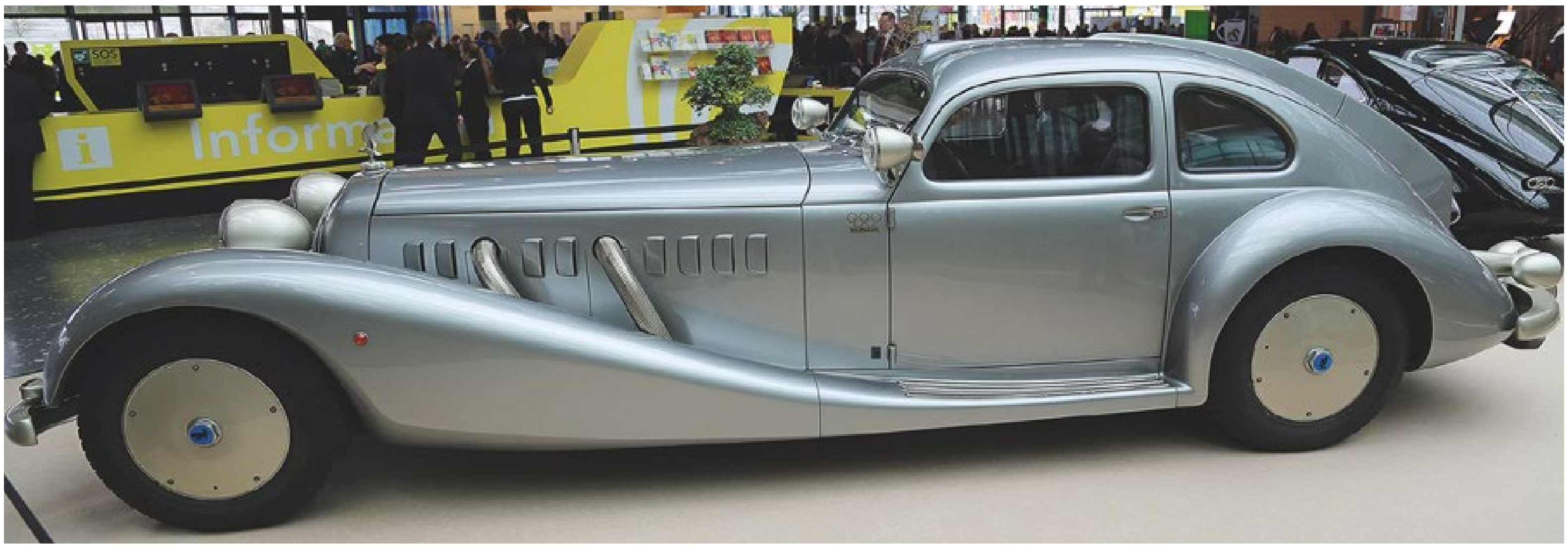
One of the Type 181s – known to us Brits as Trekkers – on the Badenser Kaferschlenzer Club stand

With an 1835cc engine, mega stereo, deep dish Sprints and wild paint, this '67 was a crowd puller

The Erwin Hymer Museum, dedicated to 'mobile holidaying', brought along this fully stocked '56 Camper that had previously journeyed to India, Sri Lanka and Nepal

Auto-Reisen-liveried 21-window Samba was displayed alongside a bunch of much bigger German buses

Spot the Beetle parts. Retro-styled Isdera Autobahnkurier is a modern (2006) take on a 1930's Mercedes-Benz streamliner concept, using a heavily modified 1950's Beetle bodyshell, along with two Mercedes-Benz V8s, one driving the front wheels, the other driving the rears. Wow

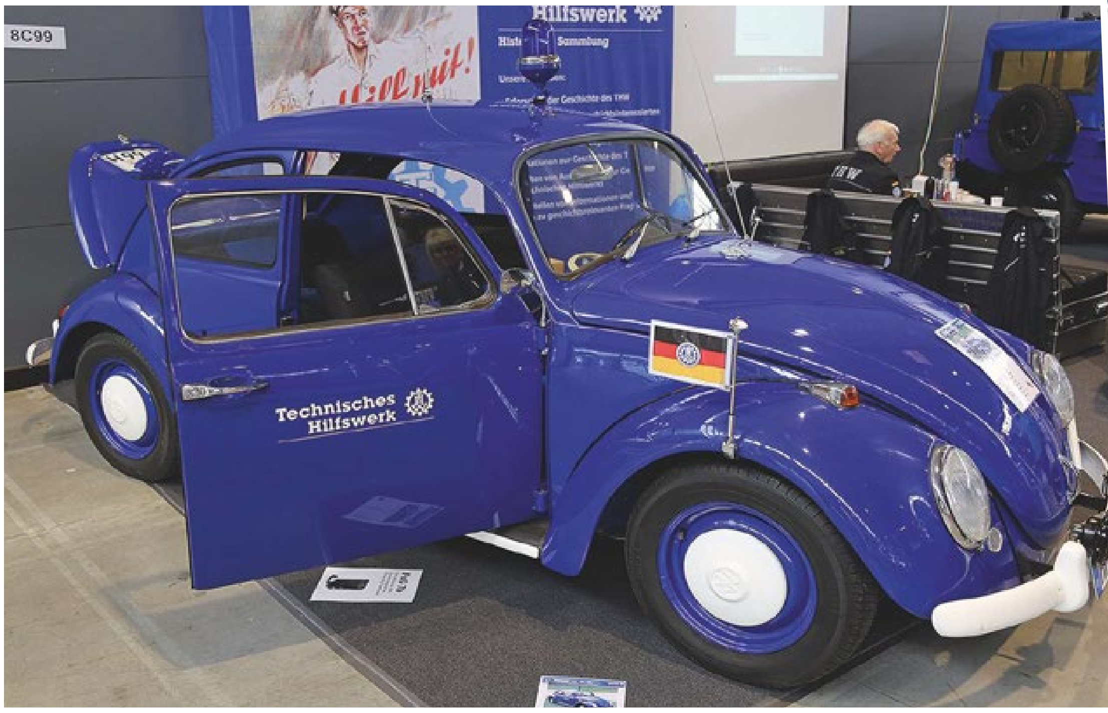


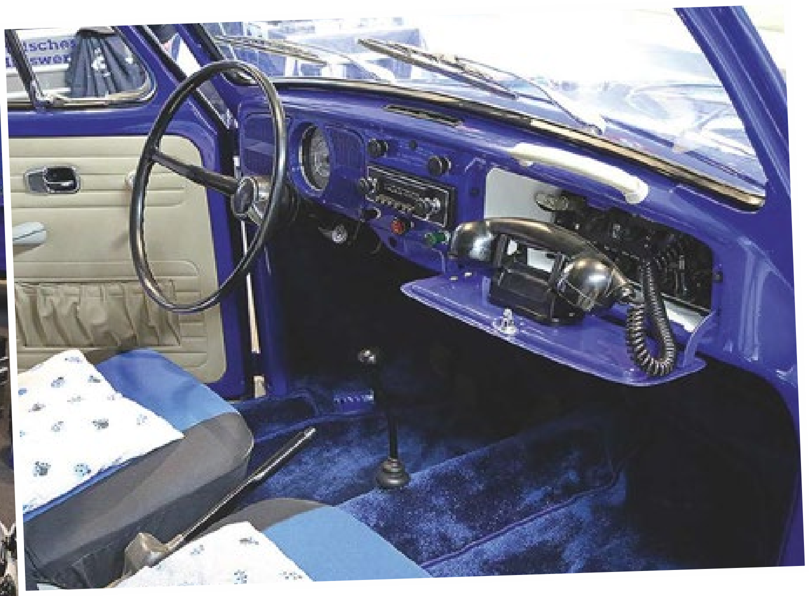
Though prices certainly weren't cheap, there were plenty of cars for sale to choose from if you were in the market for a classic VW

Furthering the stereotype that all VW drivers are hippies, this 1969 Bay was nicknamed 'High Times - Groovin' on a Sunny Afternoon'

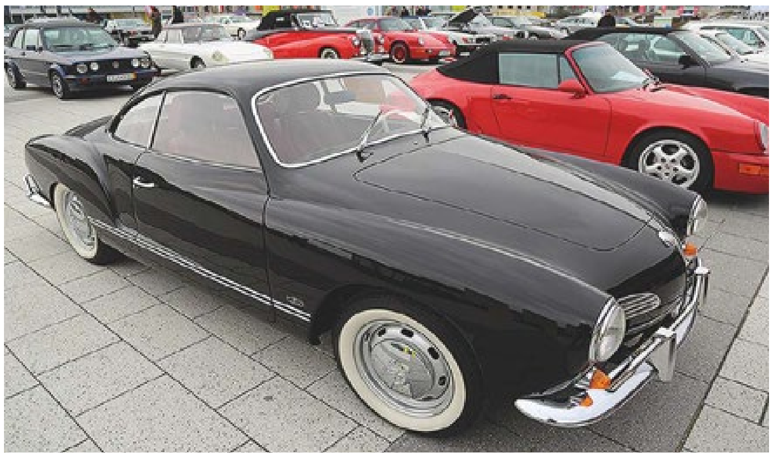
EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com



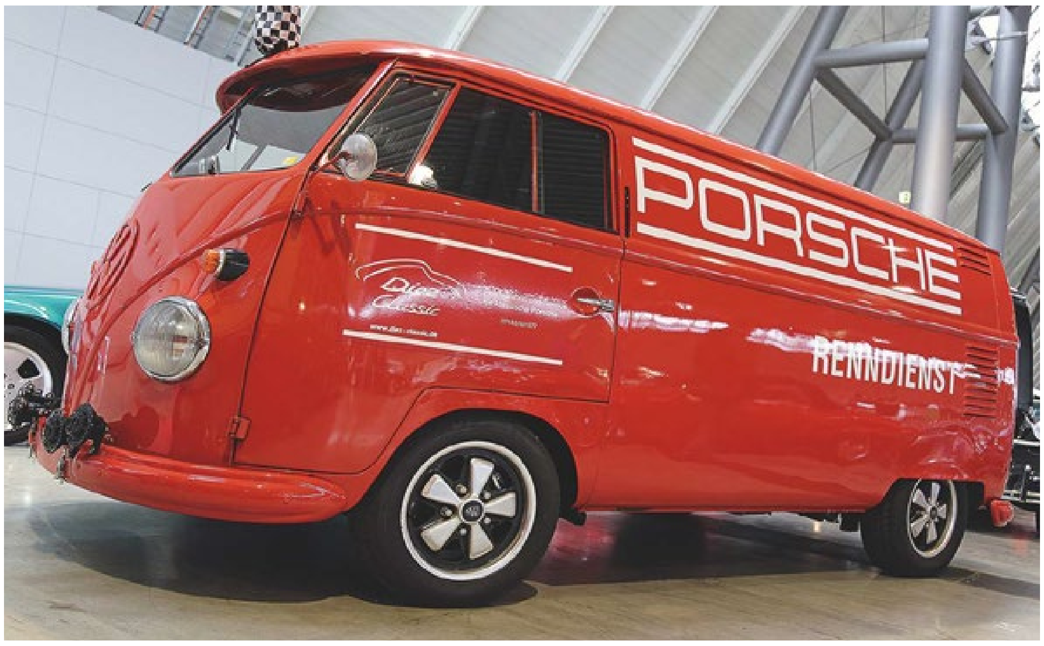


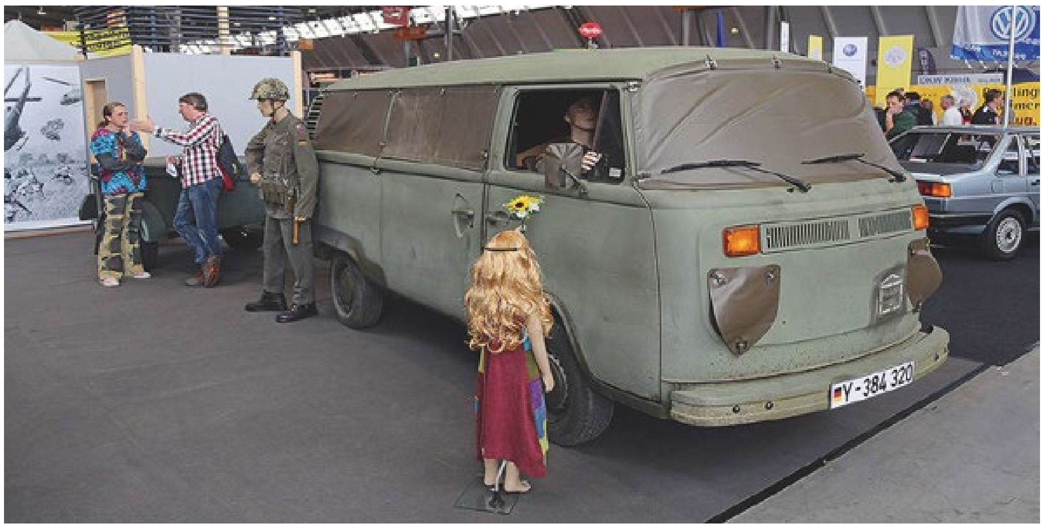
< ^ This 1967 Standard Beetle was once in the employment of the *Bundesanstalt Technisches Hilfswerk* (Federal Agency for Technical Relief) and is now part of its heritage collection. It retains much of its old emergency equipment, including a rather natty telephone in the glove box



^ Outside in the plaza, this 1967 Karmann Ghia, with an uprated 1710cc engine and whitewall flaps, headed up a row of cars for sale

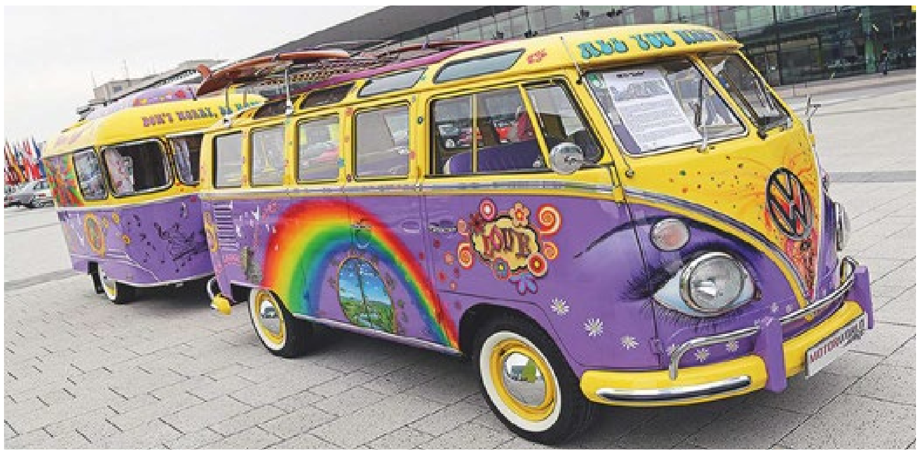
> 1958 Diez Classic (a German Porsche restoration specialist) Split Panel Van looked the business in its Porsche livery, sitting on Fuchs alloys

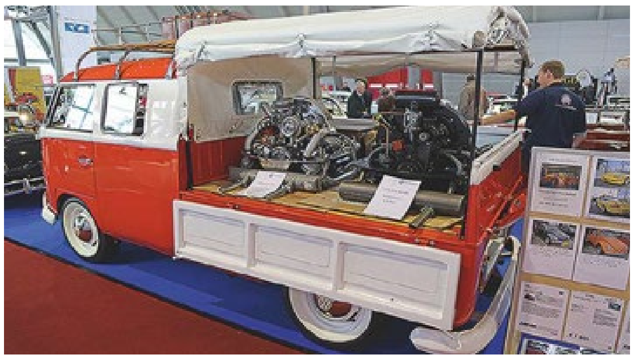




^ VW-Busses 1967-1979 Club recreated the Cold War with this Berlin Wall-themed tableau

> Yet more hippy chic! This '66 Samba with matching caravan was parked right outside the entrance to Retro Classics, enticing passers-by inside

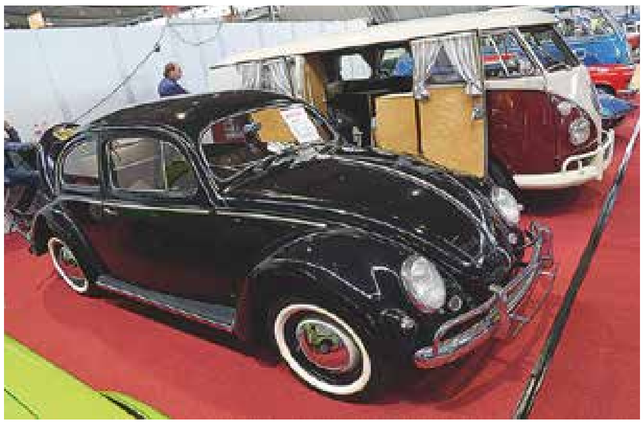




^ The same dealer that had the black Ghia for sale had this '66 Double Cab as a convenient place to displays a couple of engines he had for sale, including a fully rebuilt 25 horse

EVENTS AND CLUBS

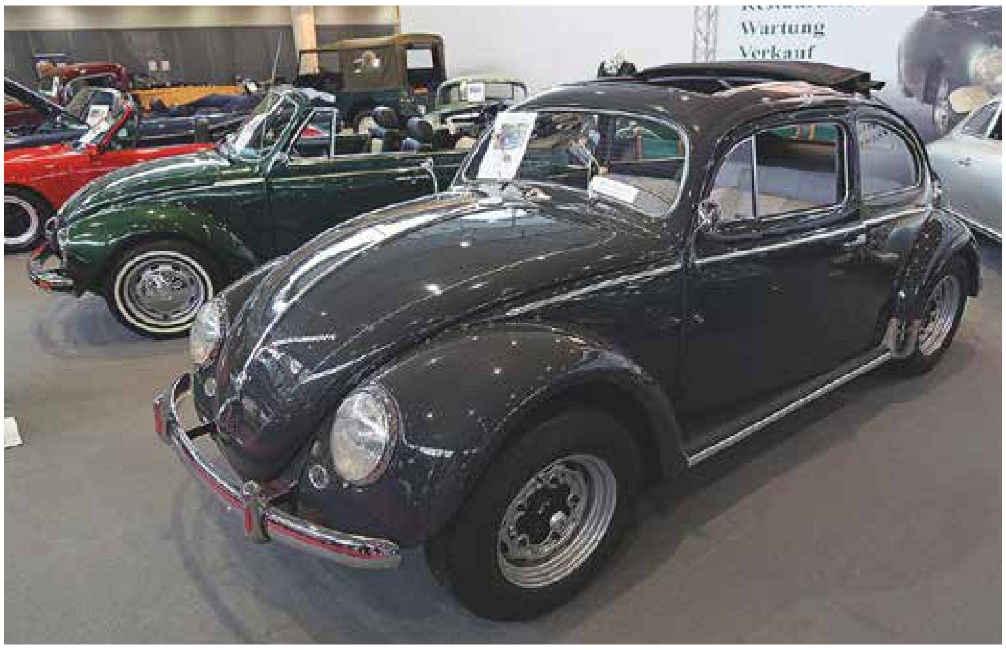
Let us know about your VW event or club – email volksworld@timeinc.com

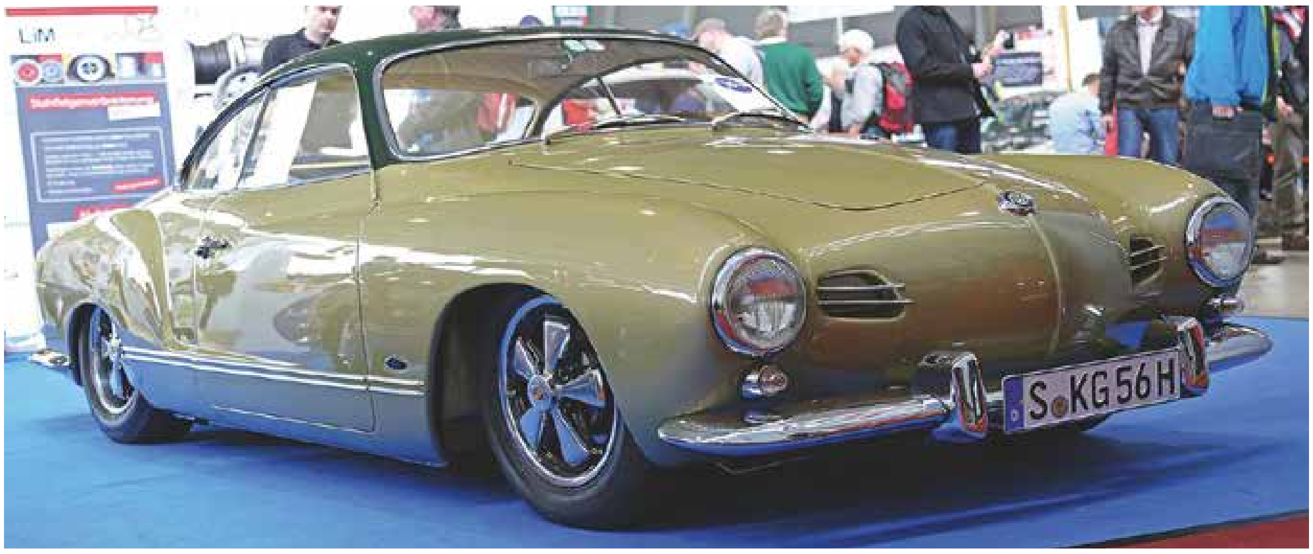


^ Like we said, cars weren't cheap: €47,500 (£34,110) for the '66 Westy or €29,500 (£21,200) for the stock, 34,500-mile, '57 Oval…

> …or how about €45,000 (£32,310) for this '56 sunroof Oval?! The Willibald-tuned 1978 Cabrio next door, with 98bhp on tap, was up for the same amount of notes

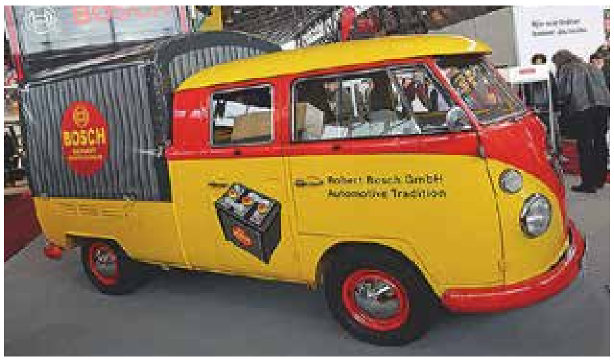
˅ Now this we really liked – Lizard Green / Dark Green Lowlight over polished and detailed Fuchs. Check the plate, too





> Imagine waiting for some parts at your VW dealer and this turns up to deliver them

< Okay, we're done with the hippy thing now…



EVENT LIST

All Types VW Show
When: May 16-17
Where: Bodelwyddan Castle, Wales, LL18 5YA
Web: www.alltypesvwshow.co.uk

Dubs at the Park
When: 17 May
Where: Easthampstead Park, Wokingham, Berkshire, RG40 3DB
Web: www.dubsatthepark.co.uk

VW Hangout
When: May 15-17
Where: Victoria Farm, Highcross, Claybrooke Magna, Lutterworth
Web: www.vwhangout.co.uk

Van Jamboree
When: May 15-17
Where: Lincolnshire Showground, Grange-de-Lings, Lincoln LN2 2NA
Web: www.vanjamboree.co.uk

Volksfling
When: May 22-24
Where: Biggar Agricultural Showground, South Lanarkshire, Scotland
Web: www.volksfling.co.uk

Plymouth Volksfest
When: May 22-25
Where: Newnham Park, Plymouth PL7 5BN
Web: www.plymouthvolksfest.co.uk

VolksWagger Festival
When: May 22-25
Where: Goodwood Motor Racing Circuit
Web: www.volksswagger.com

VW Expo Stonor Park
When: May 31
Where: Stonor Park, Henley on Thames, Oxfordshire, RG9 6HF
Web: www.abvwc.com

The team

EDITORIAL 020 8726 8353
volksworld@timeinc.com
GROUP EDITOR: James Peene
GROUP ART EDITOR: Steve Gosling
WEB EDITOR: Jon Gilbert
FEATURES / SUB EDITOR: Mike Pye
TECHNICAL EDITOR: Matt Keene
NEWS AND PRODUCTS: Cathal O'Toole
EDITORIAL ASSISTANTS: Elizabeth Spence, Nicky McKirdy
SUBS MARKETING MANAGER: Rebecca Blighton
CONTRIBUTORS: Richard Gunn, Alan Cooper, Ivan McCutcheon, Tony Richardson, James Wallace, Thru-a-lupe photographic, Dan Pullen, John Colley, Marcin Lewandowski

PUBLISHING
MARKETING MANAGER: Adrian Vaughan
MARKETING ASSISTANT: Alice Taylor
PRODUCTION MANAGER: Tom Jennings
PUBLISHING DIRECTOR: Alex Robb
GROUP EDITOR: Garry Coward-Williams
MANAGING DIRECTOR: Paul Williams

ADVERTISING
AD MANAGER: Ben Foster
ben.foster@timeinc.com 020 8726 8336
SALES EXECUTIVE: Louise White
louise.white@timeinc.com 020 8726 8335
AD PRODUCTION: Andrew Bucket

VolksWorld, Time Inc (UK), Leon House, 233 High Street, Croydon CR9 1HZ Tel: 020 8726 8354. Fax: 020 8726 8399
Email: volksworld@timeinc.com Website: www.volksworld.com

VolksWorld is a Time Inc (UK) publication. © 2015 Time Inc (UK), all rights reserved. Reproduction in whole or in part is forbidden, save with the permission, in writing, of the publishers.

VolksWorld is published every 4 weeks 13 times a year Printed by Polestar (Colchester) Newcomen Way, Severall Industrial Estate, Colchester. Distribution by Marketforce UK Ltd, 4th Floor, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Tel: 020 3148 3333. *VolksWorld* is distributed in the United States by EWA, 369 Springfield Avenue, Berkley Heights, NJ 07922. *VolksWorld* (USPS 009-041) is published monthly by Time Inc (UK) in England. Periodicals Postage Paid at Green Brook NJ 08812. US subscriptions cost $69 from EWA, 205 US Highway 22, Green Brook, NJ 08812.
US Subs agent: Mercury International, 365 Blair Road, Avenel, NJ 07001. Periodicals paid at Rahway, NJ. Postmaster: Send address changes to VolksWorld Magazine, 365 Blair Road, Avenel, NJ 07001

VolksWorld welcomes letters and technical queries. However, we do not undertake to publish or reply to every letter we receive. We reserve the right to edit letters that we do publish, although the views expressed therein are not necessarily those of the magazine nor of Time Inc (UK). *VolksWorld* cannot accept responsibility for any unsolicited manuscripts or photographs.

ISSN number 0954-0164

PRODUCTS

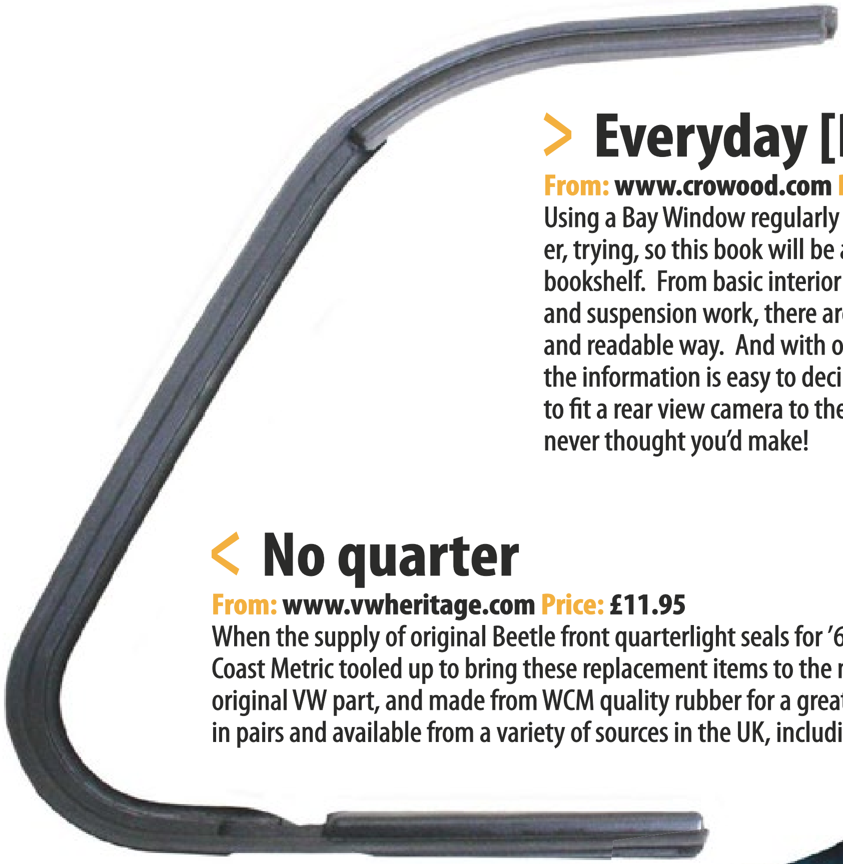
Selling a new product? email volksworld@timeinc.com

> It's a bracelet you spanner!

From: **kwicksilverkustoms.com** **Price:** **£74**

Even if you're not a big fan of wearing Tom Foolery, you've got to admit these bracelets are pretty darn cool. And, if they're manly enough for Guy Martin to sport, they're cool enough for anyone. Fact. Made by the expert hands of a pukka lady blacksmith from a genuine Snap-on spanner, they go up, or down, in size depending on the size of your wrist. Hence, editor James' lady-sized wrist merits a 9mm, but larger chaps (or chapettes) can go for 10, 12 or whatever. Check the website for sizing and more info

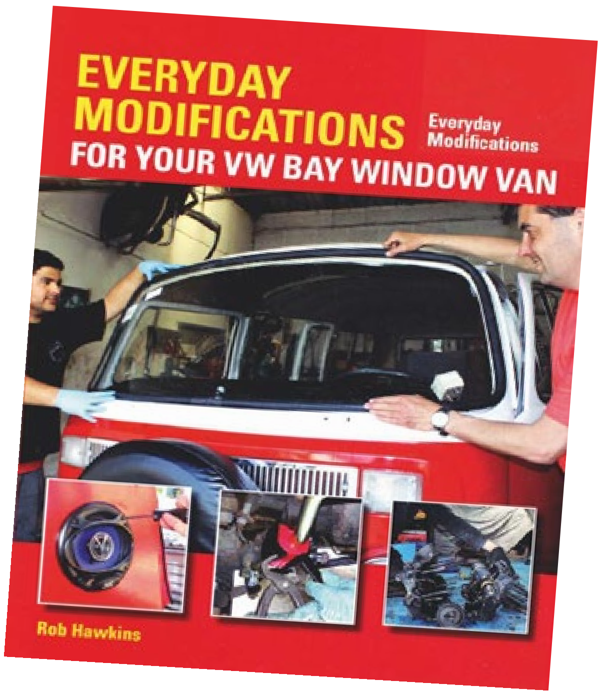
9mm
OEXM908 USA
9mm
9mm
Snap-on
9mm



> Everyday [Bay] Modifications

From: **www.crowood.com** **Price:** **£19.99** **ISBN:** **978-1847979131**

Using a Bay Window regularly in the 21st century can sometimes be a little, er, trying, so this book will be a welcome addition to any owner's garage bookshelf. From basic interior and safety upgrades to more complex engine and suspension work, there are a lot of top tips here, presented in a simple and readable way. And with over 700 colour photos detailing the processes, the information is easy to decipher and follow. There's even a section on how to fit a rear view camera to the engine lid – now there's a mod you probably never thought you'd make!



< No quarter

From: **www.vwheritage.com** **Price:** **£11.95**

When the supply of original Beetle front quarterlight seals for '65-'77 Beetles dried up, West Coast Metric tooled up to bring these replacement items to the market. Moulded from an original VW part, and made from WCM quality rubber for a great fit and longevity, they're sold in pairs and available from a variety of sources in the UK, including VW Heritage

> Getting shirty

From: **www.machine7.com** **Price:** **£13.50**

Celebrate 20 years of Machine 7 in style with one of their high quality cotton t-shirts. Perfect for just chilling at home, or showing your allegiance at VW shows. Various other styles are available online

7
20 YEARS
Machine7.com

∨ Shockingly good value

From: **www.veewee.co.uk** **Price:** **£19.80 (each)**

In a world where everything seems to be going up, it's nice to feel like you're getting something for a fair price, and that's the case with these stock length, oil-filled Beetle rear shocks. At around £40 a pair (you should always replace shocks in pairs) they work, and they won't break the bank

∨ POR-15 starter kit

From: **www.frost.co.uk** **Price:** **£15.95**

This nifty little starter kit gives the home restorer the chance to try out Por-15's three-step rust-stopping system. For your money you get 236ml of Marine Clean, the same amount of Prep & Ready and enough POR-15 black paint to cover up to 12ft^2. You also get two brushes and latex gloves so everything you need to get started

MARINE CLEAN
PREP & READY
POR 15
Rust Preventive
Paint directly over RUST!

C&C

www.customandcommercial.com

Suppliers of VW parts for your Beetle, Split, Bay, Ghia, T25, T3 and T4

German quality range includes repair panels, interior parts, window parts through to lights and lenses. Tried and tested for durability, fit and quality – Quality parts you can trust.

GERMAN quality range

B39299

NOS Genuine VW flasher relay with 8 terminals – 12 volt

Genuine VW complete handle set working on one key – Used 61–63

S29914

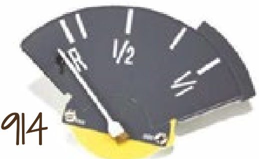
S29121 German VW early bay dash speedo pod complete RHD

S88340

Genuine speedo unit with clear needle 70 mph complete Rebuilt 6/55–6/59

T99201

German quality complete front wheel arch skin Right 80–91



S29914

Vintage speed Type 4 Baywindow Bus hidden tail pipe super flow muffler

V00088

Empi Raider wheel matt black 5 5x205

E03164

German quality complete chrome internal release handle and surround Left 68–72

S70375

S72991

German quality internal door release surrounds 68–72

S27719

German quality deluxe dash grab handle – ivory with polished ends 55–67

Ate Classic · BERU · elring · LUK · febi bilstein · vewib · BOSCH · HELLA · VDO Performance Instruments · CSP PRODUCTS · EMPI

Klassic Fab Panels

We are continuing to expand our range of **Klassic Fab Repair Panels**

K00333

Klassic fab complete cargo floor RHD 66–67

K00488

Short sill in front of rear wheel arch 14 inch 50–62

K00278

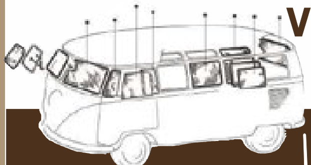
Rear outrigger Left 50–7/59

K00738

Klassic fab rear valance 59–65

K00676

Klassic fab complete rear corner Right 62–67



Visit our web site to view our full and expanding range

Line drawings on web site to help you find products more easily

Catalogues now available to download

C&C customandcommercial.com
TYPE 25 CATALOGUE 2014
SPLITSCREEN CATALOGUE 2014
BAYWINDOW CATALOGUE 2014
T4 CATALOGUE 2014

Go online and download our catalogues today

Tel: 01372 452622 / 01372 458604

FREE DELIVERY

ON ALL UK WEB ORDERS OVER £35

We accept: MasterCard VISA VISA DEBIT VISA ELECTRON

JOIN US ON FACEBOOK

www.customandcommercial.com

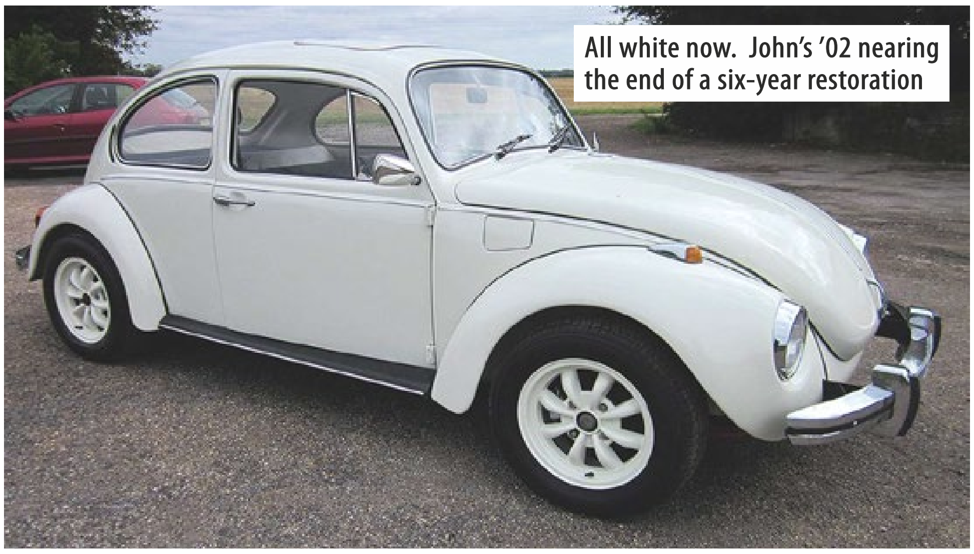
Unit 11, Bookham Industrial Estate, Church Road, Great Bookham, Surrey, KT23 3EU

www.customandcommercial.com

LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month



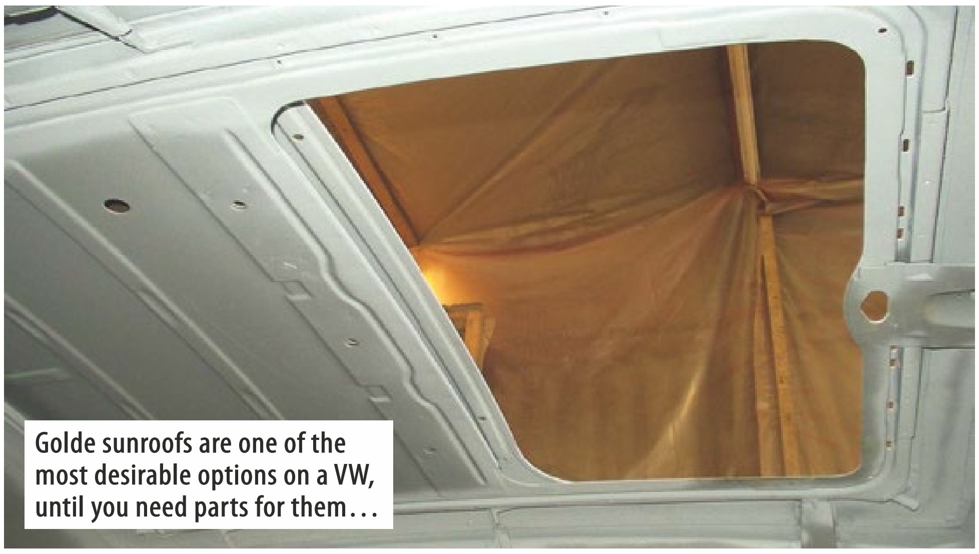
All white now. John's '02 nearing the end of a six-year restoration

It's a steel (sunroof)

John Wallis, Chatham, Kent

Hi Volkeworld [sic], love your magazine and have brought it for more years than I can remember. After a six-year, body-off, bare-metal respray of my latest Bug, with all rusty metal replaced, the car has been back on the road for 18 months now. The transformation of the interior is now taking place, but at least my wife and I can enjoy driving it while we do that. As part of the rebuild, my friend – who has done all of the metalwork and paint – grafted in a Golde metal sunroof from a scrapped car we also used the dash from. It seemed a good idea at the time, but has since cost a small fortune replacing all the missing or broken parts! However, after 18 months of driving the car with the sunroof wedged in until we could replace the cables, it is now fully working and great. The one small problem I still have is there was no internal lining with it and, although we now have a piece of internal roofing for the inside, we have no idea how to attach it. The only thing I have found plenty of information on is the sliding canvas sunroofs. Would you be able to advise where I might find a 'how to' on this, and what other parts I may need and where I might get them? It looks as if something should fit along the front edge, but what that is is anybody's guess. VW Heritage have been great at supplying all the other parts, but have no information on the internal vinyl parts. I have attached a couple of pictures of the rebuild, and hope you can help. Kind regards,

Hi John, we know how frustrating it can be to be on the home straight with a restoration, only to be stumped by what you assumed an insignificant detail. Whilst the parts you need are obscure, try giving VW Veteranen Service in Germany a call (+49 2182 59225). Failing this, how about a search, or a wanted advert on www.thesamba.com/vw/classifieds? When it comes to seeing how the parts fit together, you are in luck. We found a tutorial here: www.goodspeedmotoring.net/how-to-articles/1967-vw-beetle-sunroof-rebuild/ It doesn't tell you everything, but hopefully there's enough information in it to help you out. – MW



Golde sunroofs are one of the most desirable options on a VW, until you need parts for them…

The secret to the drain plug conundrum revealed…

Clean and simple

Andi Holmes, via email

Dear Keen Matt, you had a query in DIY Engine build part 1, section 02, of why VW didn't fit sump plugs to all models. As I understand it (from a source I currently can't locate) VW was finding that some service agents were cutting corners by just draining the oil and not removing and cleaning the filter, so the drain plug was removed on later models to 'encourage' proper servicing. I imagine also it saved a few Deutschmarks along the way, too.

I enjoyed reading your article, colour pictures make such a difference to instruction manuals, which tend to lack them.

CANdle Lighters
CANdleLighters
www.candlelighters.org.uk
LEEDS VOLKSWAGEN COLLECTIVE
LVC

Missing Mexican

Julia Bickerstaff, Leeds VW Collective

Hi *VolksWorld*, it was a great surprise to read the fabulous feature about Alain and his Mexi Bug in the June edition. We (LVC) were wondering what had happened to them (that's the Beetle, and Alain).

While Alain was studying in Leeds, he came to many meets with our local club, not long after the Leeds VW Collective was set up in 2005 via VZi. How time flies, that was 10 years ago!

Please could you pass the following message onto Alain: Hello from us all at LVC! Amazing Job on the car, well done!

And to the rest of the club, happy first decade LVC! Although attendance at the meets has shifted more to shows than monthly meets in recent times, there is still a great love for air-cooled VWs and LVC in the north. The forum is rather quiet these days too, though we can always be found on facebook. So, if anyone wishes to join us, they can go to our facebook group: https://www.facebook.com/groups/LeedsVWcollective

Thank you *VolksWorld* for a great mag, and keeping the VW community together!

Quality Motor Insurance from a name you can trust...

At Just Kampers we pride ourselves on offering our customers the best service on quality products at the best prices.

*And our vehicle insurance is no different, with first class service and prices so low whichever vehicle your own that **if you can find a better price we'll give you £20!*****

jk Insurance Services

- ***FREE*** **Green Card for travel in the E.U. for up to 12 months***
- **'Laid up' insurance cover***
- ***FREE*** **modifications cover***
- **24hr Breakdown Cover - Homestart & Roadside Assistance (UK & E.U)***
- **Contents cover for your VW***
- ***FREE*** **legal cover on every policy**

justkampersinsurance.com
Call us for a quote
on 0845 1256257
justkampers.com
Quality parts and
accessories for
your Volkswagen
JK
Est 1989
If we can't beat your
current quote
we'll give you
£20*
Proper Cover... for Proper Classics
£2000 Contents Cover*
FREE EEC Cover*
Agreed Value*
*See website for terms & conditions

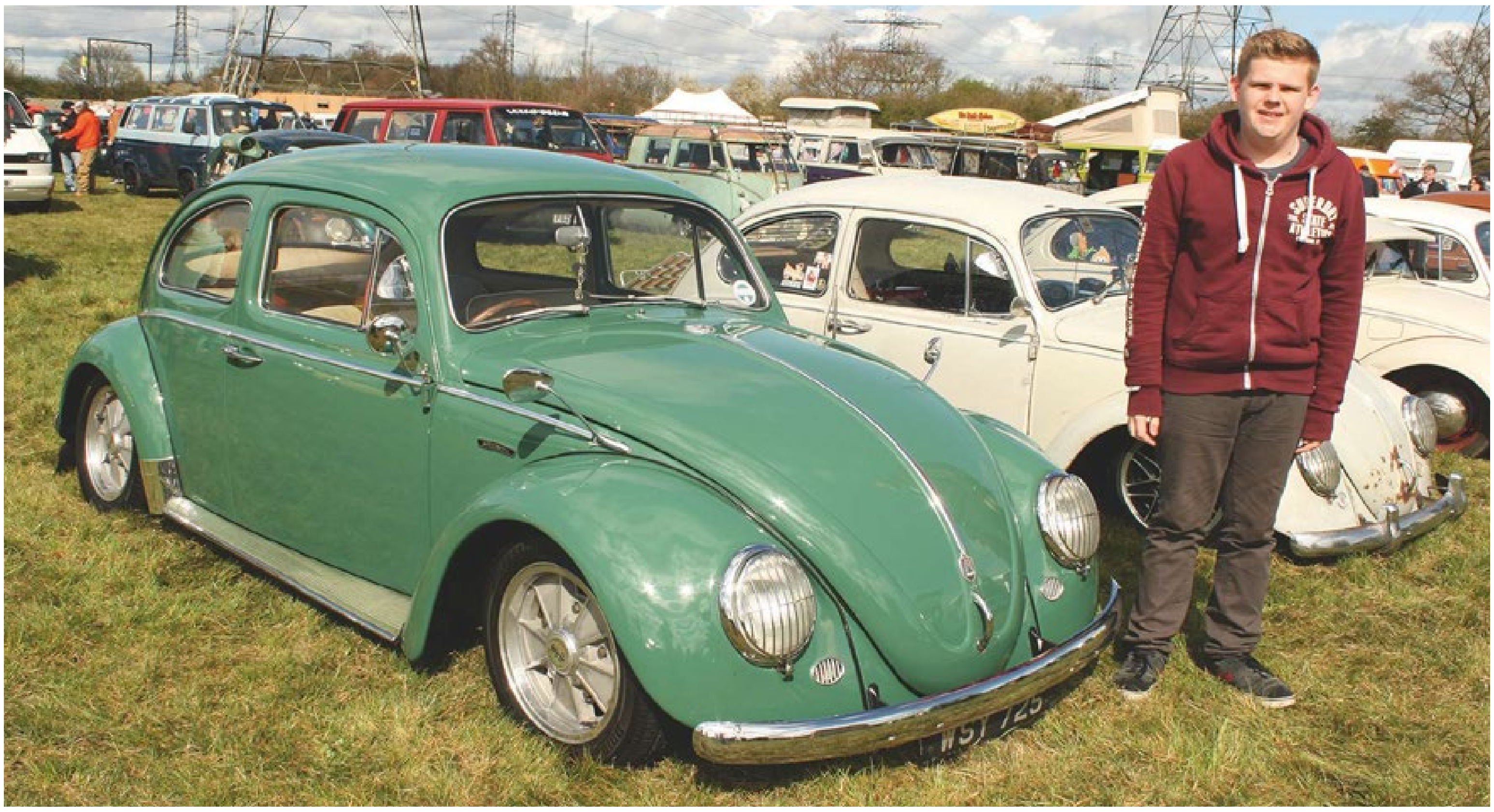
*We insure **ALL MAKES** not just VW Campers and Beetles...Go online for a **60 second quote** or call our team on **0845 1256257***

www.justkampersinsurance.com

*Available on certain schemes only. **£20 supplied as Just Kampers gift card. Price promise may not be equivalent policy terms of the other quote. Proof of the alternative quote may be required. Subject to status and underwriters acceptance. Just Kampers Insurance Services is a trademark used by us, HIC. Herts Insurance Consultants Ltd is regulated by the Financial Conduct Authority No 309073. Cover is subject to policy selection, status and terms and conditions.

justkampers.com
Gift Card
jk

Car of the month



< Clearly, James likes to have a good view of the road behind him!

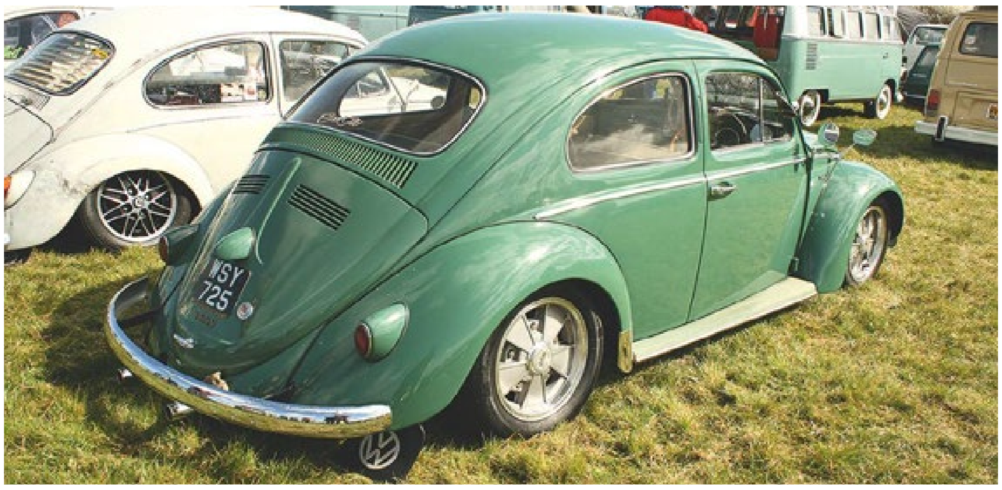
James Howard, 1960 Beetle

James Howard has owned his 1960 Beetle since August 2013 and it's powered by a 1600cc engine. It was purchased very much as it appears now, in fine, up-and-running condition, with very little remedial work required, though the suspension has been lowered a touch more since it has been in his ownership. The car sits on BRM-style alloy wheels, and sports swan neck rear view mirrors and stainless steel headlamp covers that all add to the aesthetic appeal.

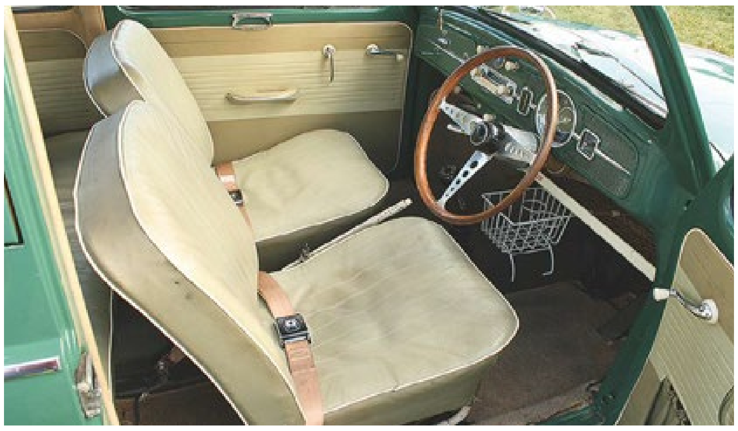
"The car was on display at The *VolksWorld* Show in 1998, and we believe it was repainted in Ceramic Green (a one-year-only colour) in time for that event," explains James. "Since then, the Beetle has appeared in several different guises, including Cal Look. This is my very first car and I'm spending lots of time polishing and detailing it, trying to keep it looking as good as I possibly can. I've only been driving for six months and, unfortunately, the insurance is quite high at the moment, so for much of the time I run around in a cheaper car and my parents take the Beetle to shows for me."

James has ambitious plans for his Beetle, with the ultimate aim being to one day complete a full body-off-chassis restoration, and then hopefully to make a return appearance with the car at The *VolksWorld* Show. Meanwhile, though, he's more than happy to enjoy just driving the car – which to be fair is still extremely tidy as it is – and to build up his driving experience behind the wheel. "Once I've got a full-time job and I can afford to run two cars, then I can start treating the Beetle as more of a show car, to be used for high days and holidays," James concludes.

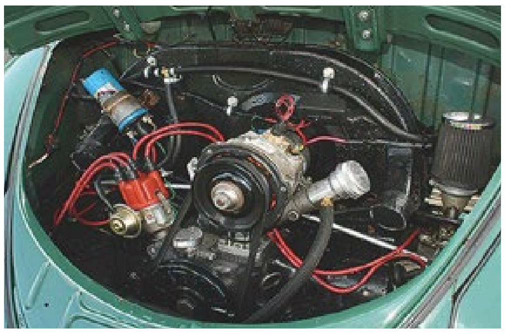
> "The Beetle has appeared in several guises, including Cal Look"



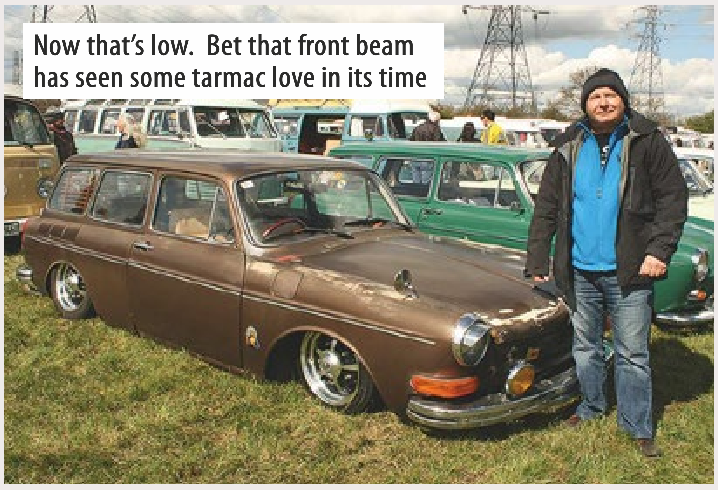
∨ Did you spot the Porsche 356 badges on the decklid? Cheeky



^ The interior of James' Bug looks original, with added Bambus parcel shelf and Speedwell wheel



< Twin-carbed motor is of later vintage



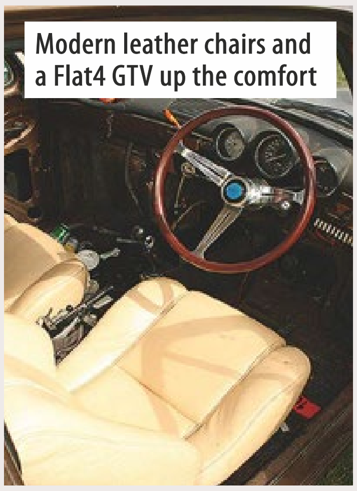
Now that's low. Bet that front beam has seen some tarmac love in its time

Ian Coxwell and Kellie Atkins, 1973 Squareback

“I'd owned a Beetle and a Bay Window, but the time was right to get a VW just for me, so I bought this Squareback at Bug Jam in 2014,” reveals Ian. “It's still a work in progress as the interior is half-finished, and the missing bits are currently with Bernard Newbury being re-trimmed, but that won't stop us going out and about in it and enjoying the shows this summer. I don't know a huge amount about the car's previous history, other than it was once sold for £200 – though it's worth a bit more than that now – and the car's original owner lived in Stratford, East London and it's had seven owners since then.”

The Squareback features fully independent air suspension with bags at the rear and air shocks on the front and sits on alloy replica Sprint Stars, which are just about the only parts of the car that get polished, as the rest is natural patina look. The engine is a fuel injected 1600cc in completely standard specification, that has recently been rebuilt to ensure reliability. “Prior to this, virtually every time I started the engine, it would chuck out about a pint of petrol on the floor, and I began to smell of petrol all the time,” says Ian with a grin. “The problem was remedied by Bug Mad Customs in Harlow, Essex.”

The wooden household venetian blinds at the rear have been chosen to colour co-ordinate with the exterior bronze paintwork, offering just the aesthetic appeal Ian was looking for.



Modern leather chairs and a Flat4 GTV up the comfort

Late Type 3s need love too, and Ian loves his!

WANT TO SEE YOUR CAR IN VOLKSWORLD?

Then email volksworld@timeinc.com. Subject: Readers' rides

Engine has been given the full chrome dress-up package, and then some!

Matched tyres all round – a Flatlands speciality

Paul Ridgewell, Buggy

Originally built by Mark Dryden at Flatlands Engineering, Paul Ridgewell purchased his Buggy six years after it had been completed, with a mere 600 miles on the clock. Naturally, the Buggy didn't really require any work, indeed, it was hardly even run in, and the mirror polished Center Lines were still in mint condition, but Paul did go to town on the engine detailing, adding several modifications along the way. The engine is a 1600cc twin port, to which Paul has added twin 40mm Weber carburettors worked by a CSP linkage, BMD serpentine belt kit, Pertronix electronic ignition and a remote oil filter, as well as having Mike Hausmann re-make much of the exhaust in stainless steel. Paul has also had Custom Exotics in Harlow, Essex, paint the carburettor bodies and the gearbox blue to tie in with the body. Cambridge Pinstriping have discreetly left their mark on various parts of the Buggy. Other mods include a Vintage Speed Black Mamba shifter and Bernard Newbury-made geat shifter gaiter and floor mats.

“In November 2014 I purchased a surfboard in the USA from Meyers Manx, a limited edition item of 100 that are all numbered and signed by Bruce Meyers,” says Paul. “It's white with a blue rail on it, and mine is number 21, so I'm going to get a rack made and the board will be fitted to the Buggy.” You'll not mistake Paul's Buggy for anyone else's as, whenever he drives it, his German Shepherd dog is always riding shotgun!

'Supersize' front indicators are more usually seen on later US-spec Super Bugs

Smoothed dash, Grant wood rim and a jolly picnic hamper

Jenny Nicholls, 1968 Karmann Cabriolet

In the 1990s, Jenny used to attend Bug Jams with her brother in his Split Screen Bus, who she says got her into the VW scene in the first place. More recently, Jenny purchased her Karmann Cabriolet from an elderly gentleman in Kent. “My husband, Graham, got the car back to our home for me, then asked why on earth I had decided to buy a Beetle,” she recalls. “It was a good question actually, as it then took him four years to restore it! We found quite a lot of filler in the bodywork, mostly at the front where it had sustained some crash damage. The soft top caught fire during the welding work, but it needed a new one anyway, as I wanted the car to be repainted in the same colour as my push bike, but with a brown roof.”

The dashboard has been smoothed, with just the speedo left, and the steering wheel replaced with a deep dish woodrim that looks right at home with the high back seats. “Graham completed all the restoration work, and I just drive it. I've also now bought myself a Campervan as well, and Graham is restoring that for me, too. In fact, he's out in the garage right now with his welding equipment! He named my Beetle 'Christine', because he reckons one day she will kill me,” says Jenny, shrieking with laughter. “Seriously though, the engine starts on the button, and the car's just great.”

CB PERFORMANCE BEST SELLERS!

#1399

MADE IN THE USA!

STRAIGHT CUT CAM GEARS

#2013

CB PERFORMANCE BLACK BOX

MADE IN THE USA!

BLACK BOX

TURN YOUR OLD SCHOOL MECHANICAL ADVANCE DISTRIBUTOR INTO A HIGH-POWERED PROGRAMMABLE IGNITION!

#2000

MAGNA SPARK II DISTRIBUTOR

READY-TO-RUN KIT

INCLUDES WIRES, BILLET CLAMP, DISTRIBUTOR AND COIL

CB BILLET VALVE COVERS

#1685

SUPER STOCK ROCKER ARMS

CB PERFORMANCE SPEED SHOP

#1694

CB SUPER RACE RODS

5.325" TO 5.700" LENGTH

CB RACING LIFTERS

28MM / 30MM

CB SUPER RACE CRANKS

4340 VW OR CHEVY JOURNALS

1-800-274-8337 1715 N. FARMERSVILLE BLVD., FARMERSVILLE, CA 93223

Street Eliminators

Comp Eliminators

Featuring Silicone Bronze racing valve guides,
Double Strength rocker supports,
100% New Tooling & molds,
& Heat Treat processing.

Valve Spring options
available for all
applications from
street to strip.

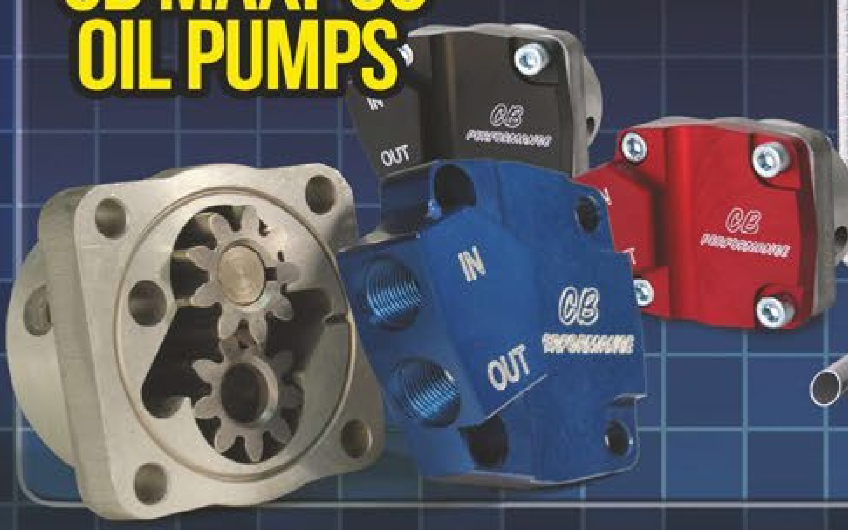
SOLD IN PAIRS

MADE IN THE USA!

199 CFM @ 25"

264 CFM @ 25"

CB MAXI-30 OIL PUMPS



CB OIL SUMPS

Claude's Buggies

EAGLE Racing Cams by: CB Performance

SETTING NEW PERFORMANCE STANDARDS!

We design and grind Eagle Racing Camshafts in our own shop.
Every Eagle Cam is produced from a new high quality Proferal Cast Iron Billet. Our profiles provide horsepower and revving ability while running moderate spring pressures. Choose your next camshaft from the biggest selection of 100% dyno and race tested cams in the VW industry. ***Eagle Racing Cams - a dyno-proven, quality product!***

BUILDER'S CHOICE Engine Kits

Takes all the guess work out of building your own engine!

"These are some of my best running most-proven engine packages"
- Pat Downs

Easy to assemble with pre-determined compression ratio's, connecting rod length, camshaft and cylinder heads.

Conceived, designed, and developed by Award Winning engine builder, Pat Downs!

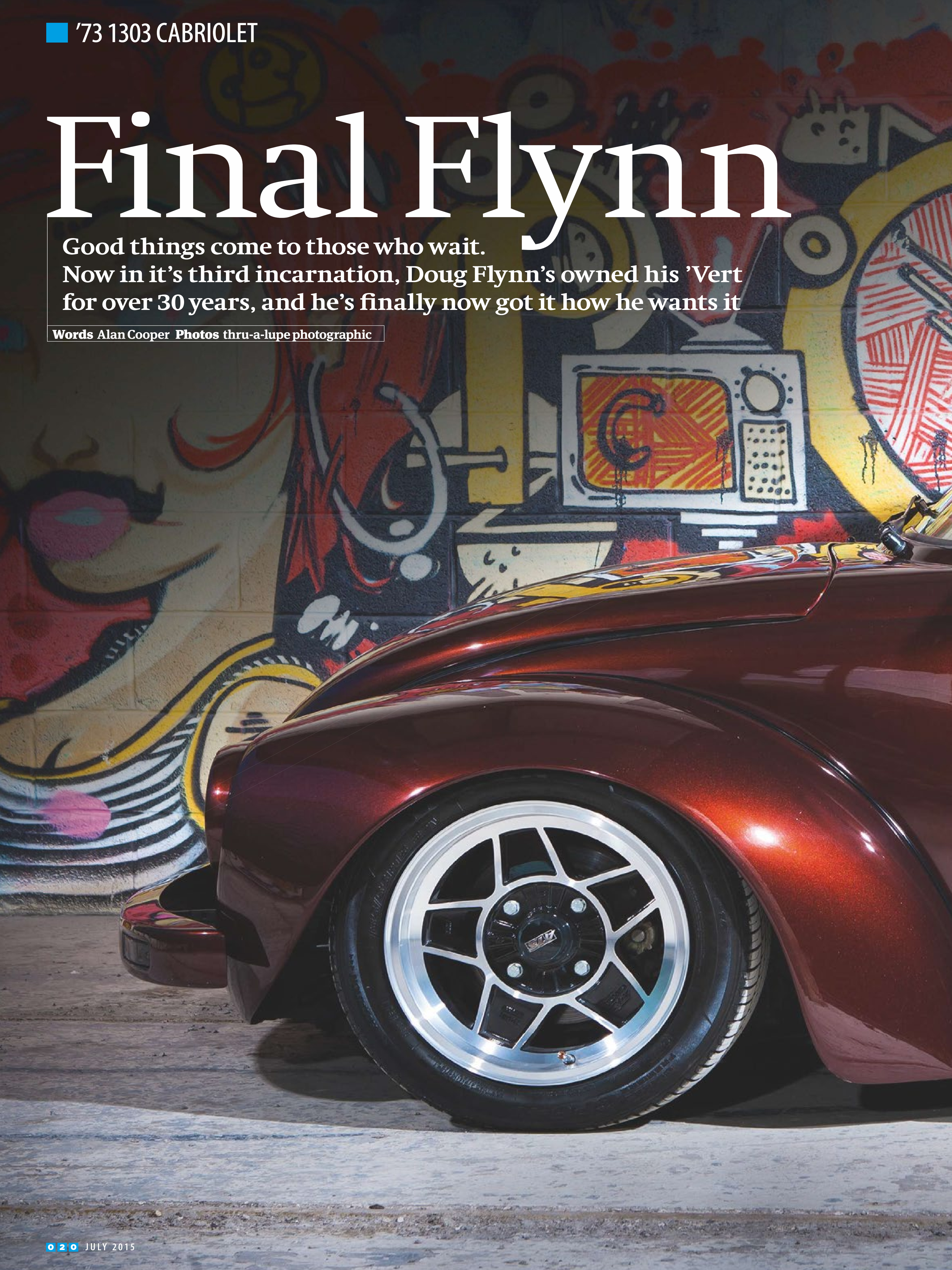
CB PERFORMANCE
HIGH PERFORMANCE RACING PRODUCTS

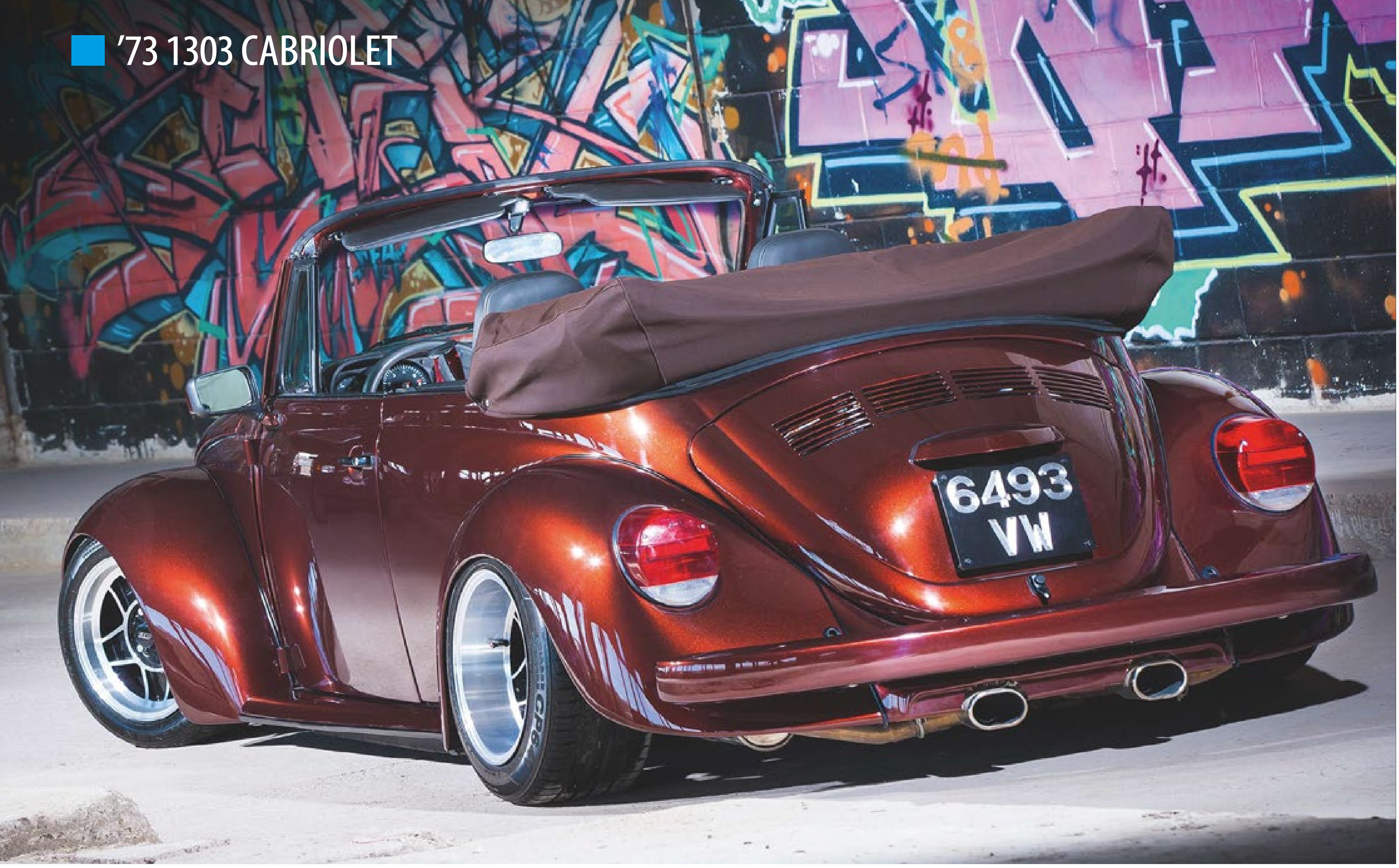
cbperformance.com

Final Flynn

Good things come to those who wait.
Now in it's third incarnation, Doug Flynn's owned his 'Vert for over 30 years, and he's finally now got it how he wants it

Words Alan Cooper **Photos** thru-a-lupe photographic





With the hood down and the suspension dropped to its lowest setting this Cabrio looks hard as nails

For all of us reading this, our cars are so much more than simply a means of getting from a to b, they become an integral part of our lifestyle, and even a member of the family. So it is for Doug Flynn, who bought this 1303 Karmann Cabriolet in 1984, when it was just 11-years old. It’s been down a couple of different style avenues over the years, but it’s only now the car Doug says he really wants, and now that the few gremlins that raised their heads after its debut at The *VolksWorld* Show last year have been nailed, it’s proving well worth the wait.

> “It’s been down a couple of different style avenues over the years”

To start at the beginning, Doug already owned a Karmann Cabriolet, but when he found this ’73 his old car was immediately sold to make room for it. Doug used the ’Vert as a daily driver until he began working overseas. That was in 1995 and, consequently, the car saw hardly any use until 2003, when it was dusted off and driven around for another six months. Fast forward to 2010 and we find Doug has returned to the UK and built an award-winning T5, ‘The Land Yacht’ as it was known. But in 2013 his thoughts returned to the Cabriolet, concluding it had been sitting unused and unloved for far too long.

As stated earlier, the Beetle has been re-modelled more than once, but each time in a similar fashion to how it had been before – evolution rather than revolution as it were – but its third incarnation into a German Look-inspired custom Beetle really stops people in their tracks when they see it.

This time around, Doug made the decision to fully rebuild the car, with influences taken from European big-engined builds, as well as Porsches. “Before anything could happen, the car needed to be stripped back so the bodywork and floorpans could be assessed,” says Doug. “Only then would I really know what I was working with. Both front and rear strut tops had corrosion, as had the sills, front and rear inner wings and the rear quarter panels. The chassis was solid though, so the body didn’t have to be separated from the ’pan. The car was handed over to the lads at AutoKraft, who cut out all the rot and repaired and replaced the bad metalwork wherever necessary.”

TECH INFO

BODY: ’73 Karmann Cab, dechromed and painted copper metallic; Kerscher 4-inch and 6-inch over wings; widened and smoothed bumpers

ENGINE: 2056cc (71 x 96mm) Porsche 914 Type 4; dual Weber 40IDFs; Porsche fan

INTERIOR: Porsche tombstone front seats; Porsche 911 steering wheel; VW / Porsche 914 guge pod; VDO gauges; black and espresso leather re-trim

SUSPENSION: Modified Limebug air ride kit; adjustable spring plates

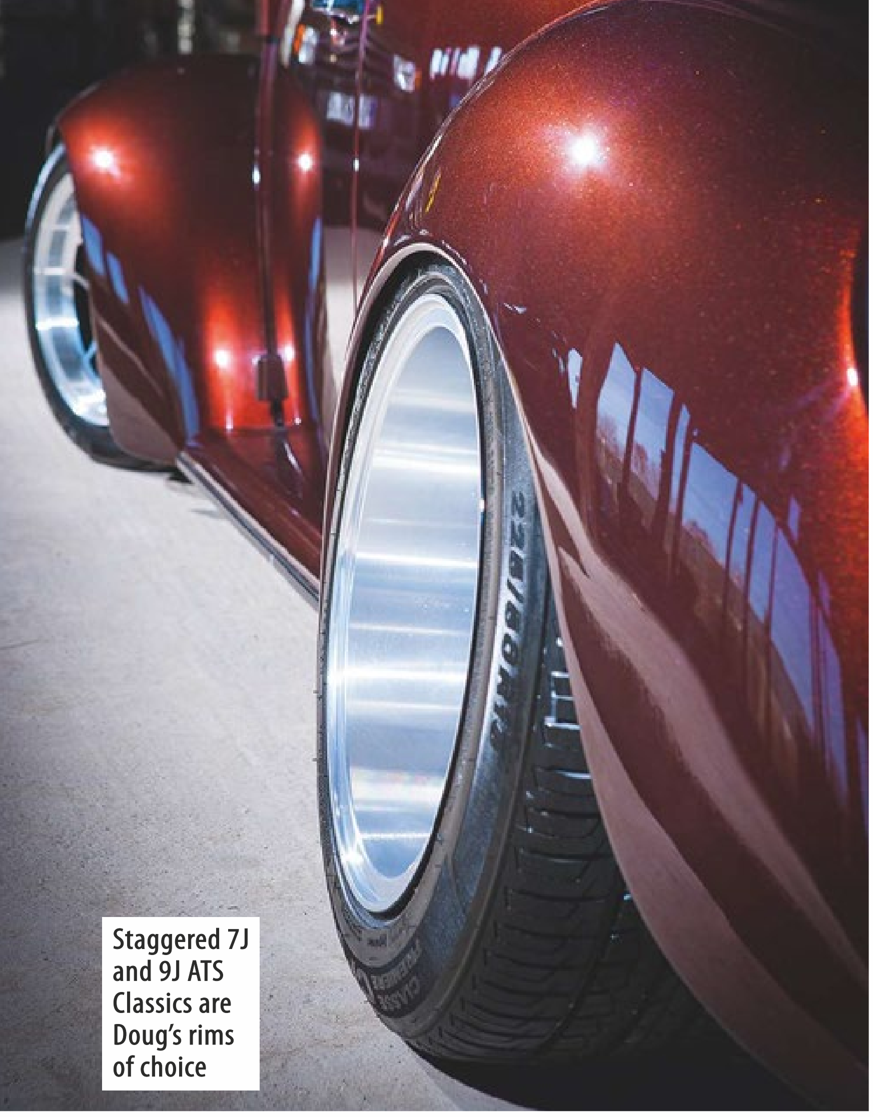
WHEELS AND TYRES: 7 x 15 and 9 x 15 ATS Classics; 185/55 and 225/50 tyres

Escape to Victory

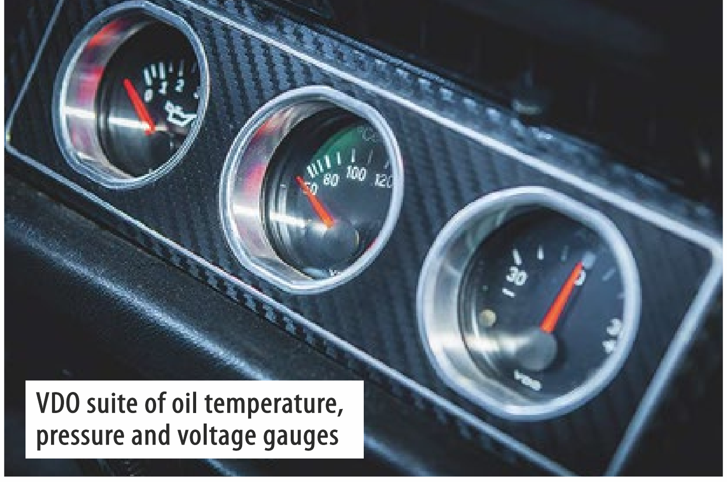
Whilst this work was being carried out, Doug was busy flipping through colour charts to decide on the new colour scheme. After a lot of discussion with Lee from Victory Paintworks, the decision was made to go with a shade of copper brown, although Doug insists on keeping the code and source to himself.

With help from some of Doug’s friends in the Kerbside Kustoms club, the freshly welded rolling ’shell was delivered to Victory for the next stage of the transformation to begin. There, Lee and Steve ‘no mates’ welded up the trim holes and bonnet trim, and some Hooky’s Panel Shop HiPacs were let into the rear inner wings to give access to the carbs Doug had planned.

Doug’s choice of wide, 15-inch ATS Classics meant there was no way he was going to be able to run standard wings, and the flared versions he’d fitted in 1993 just didn’t cut the mustard. Doug: “I thought the flared wings looked dated,



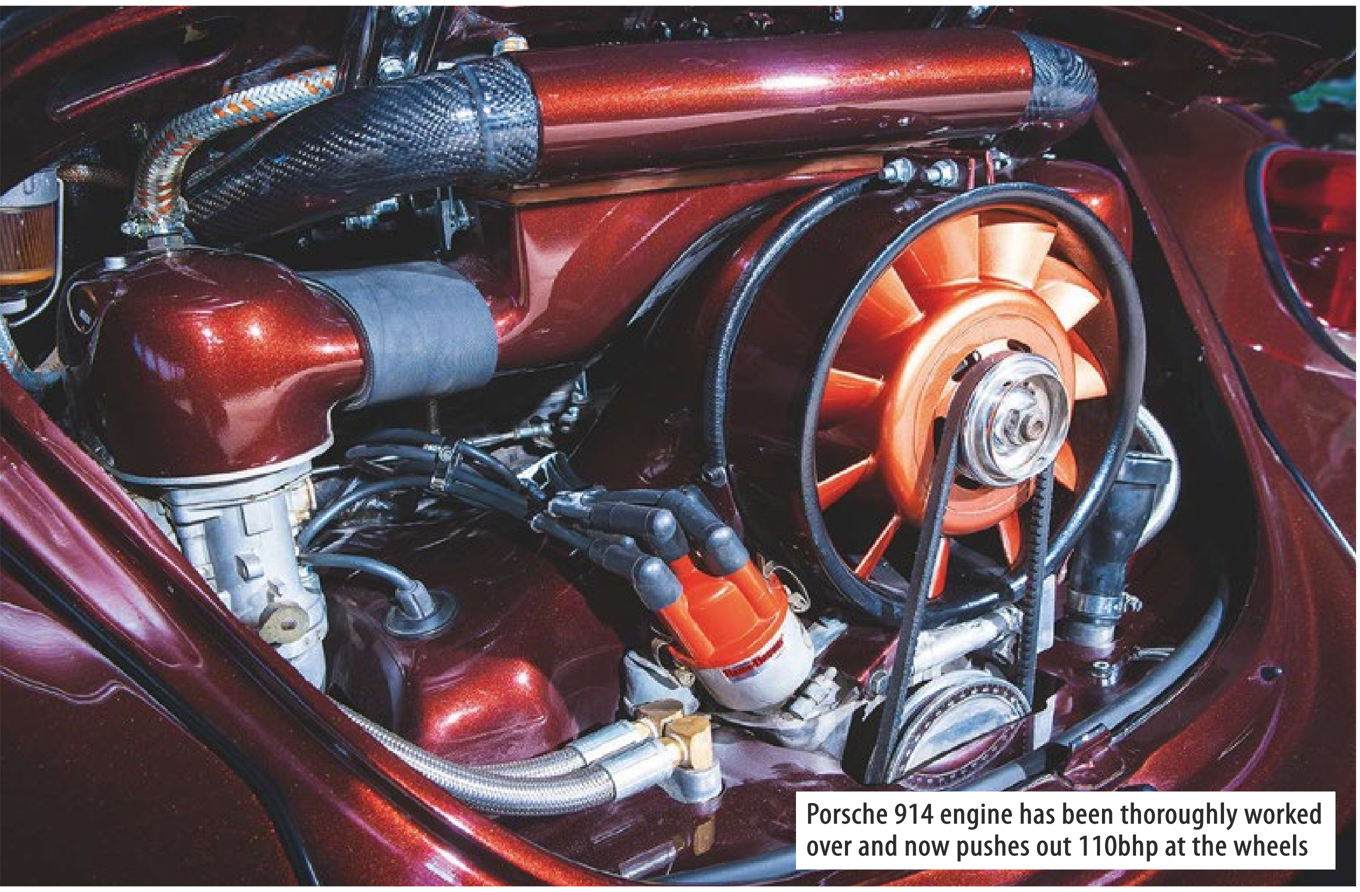
Staggered 7J and 9J ATS Classics are Doug's rims of choice



VDO suite of oil temperature, pressure and voltage gauges

There's no escaping the Stuttgart influence

Porsche 911 steering wheel looks right at home here

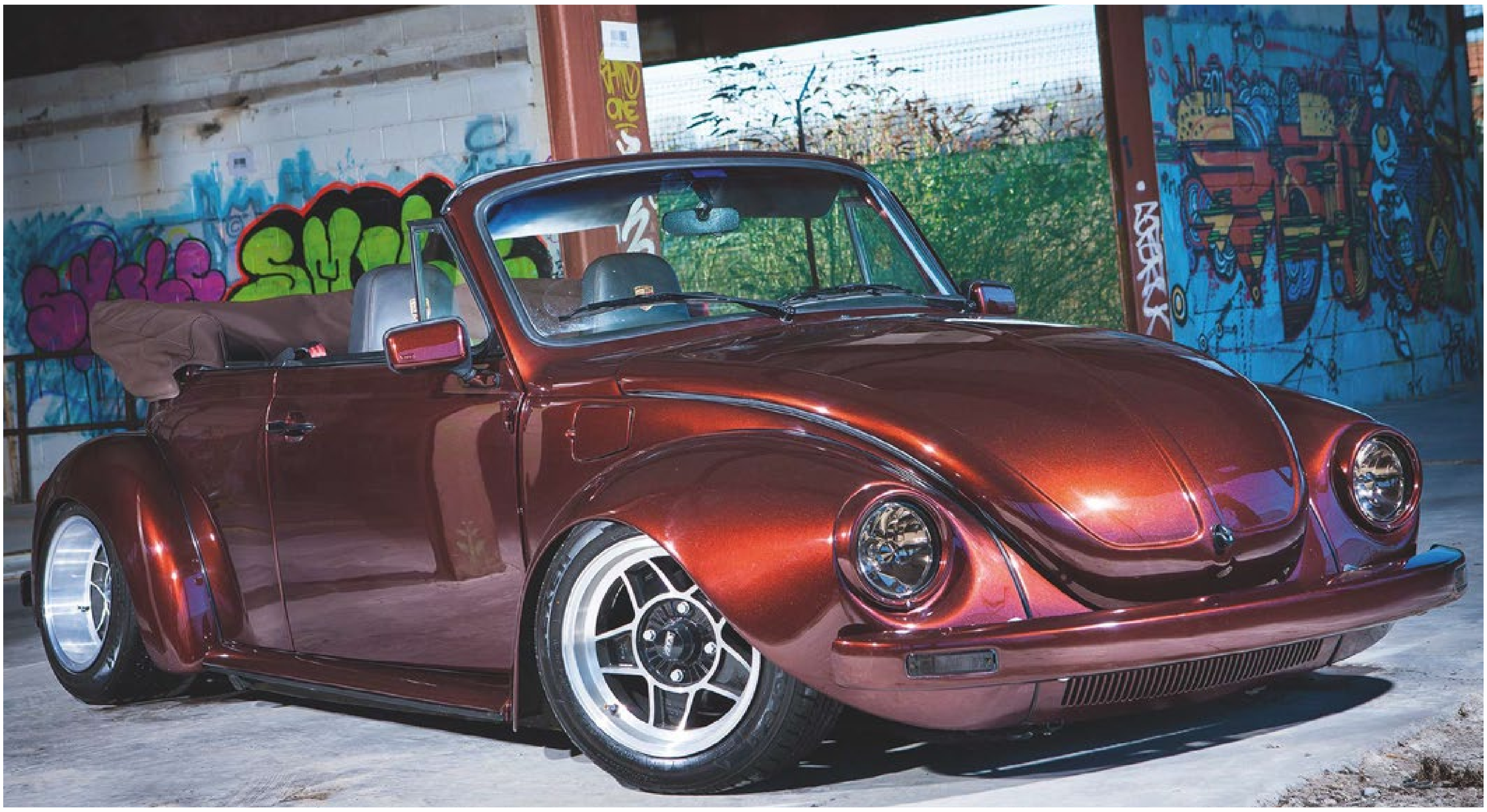


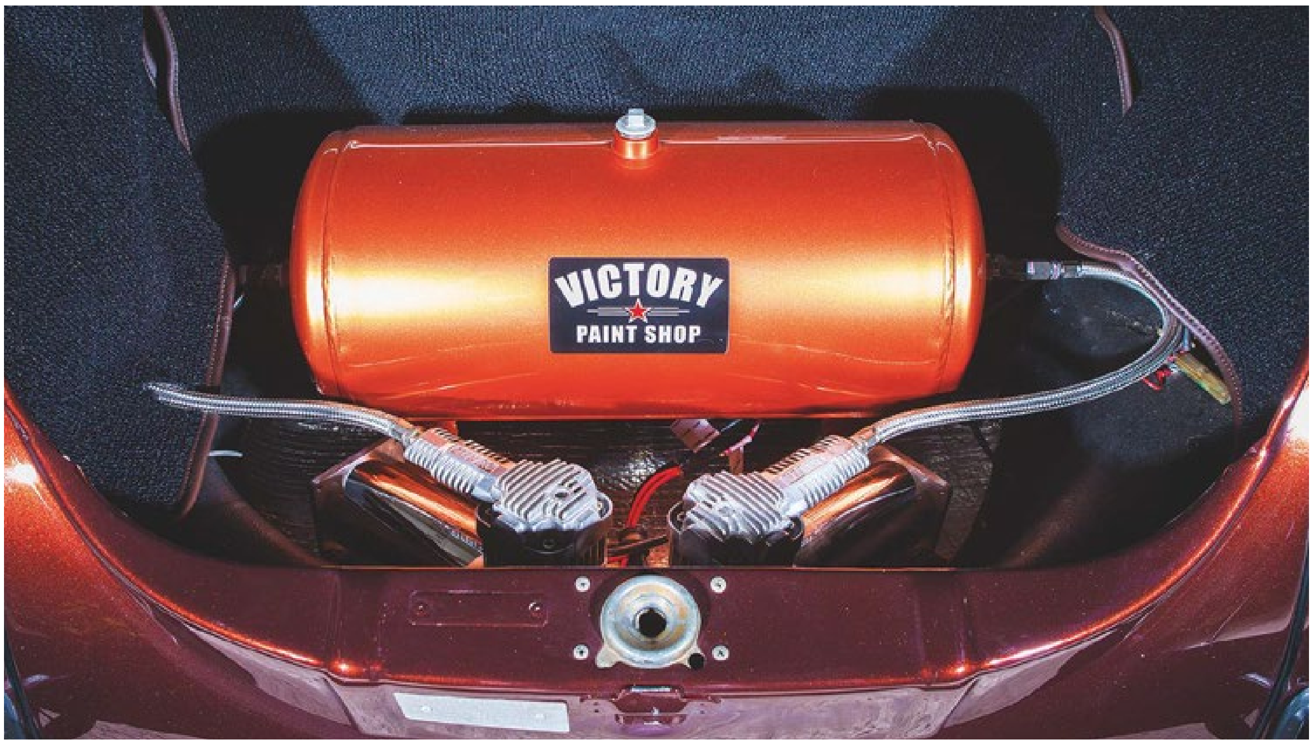
Porsche 914 engine has been thoroughly worked over and now pushes out 110bhp at the wheels

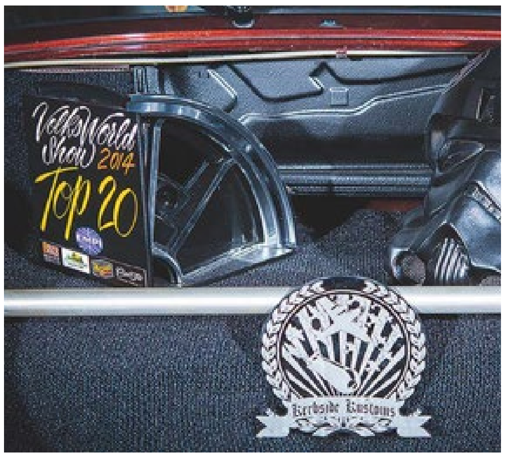
Extra airflow holes behind the rear plate

Bespoke stainless exhaust has two oval tail pipes that exit in the style of the factory pea shooter

No part of the build has been left untouched







After 30 years of ownership and three different builds, Doug was stoked to get a VolksWorld Top 20 award for the car, now in its final, finished configuration

Twin compressors feed the tank to pressurise the air suspension

> "With 110bhp, it certainly packs a wallop"

Black and espresso nappa leather-clad 911 tombstone seats welcome you when you climb aboard

so invested in a set of wider wings that retain the contours and profile of regular width wings. A full set were ordered from Kerscher in Germany – the fronts gained an extra four inches in width and the rears six. These were necessary for me to run the 7J with +16mm offset front wheels and 9J with -19mm offset rears." With 185/55 R15s now changing the direction and 225/50 R15s transferring the ponies to the tarmac, those massive arches are nicely filled and look spot on.

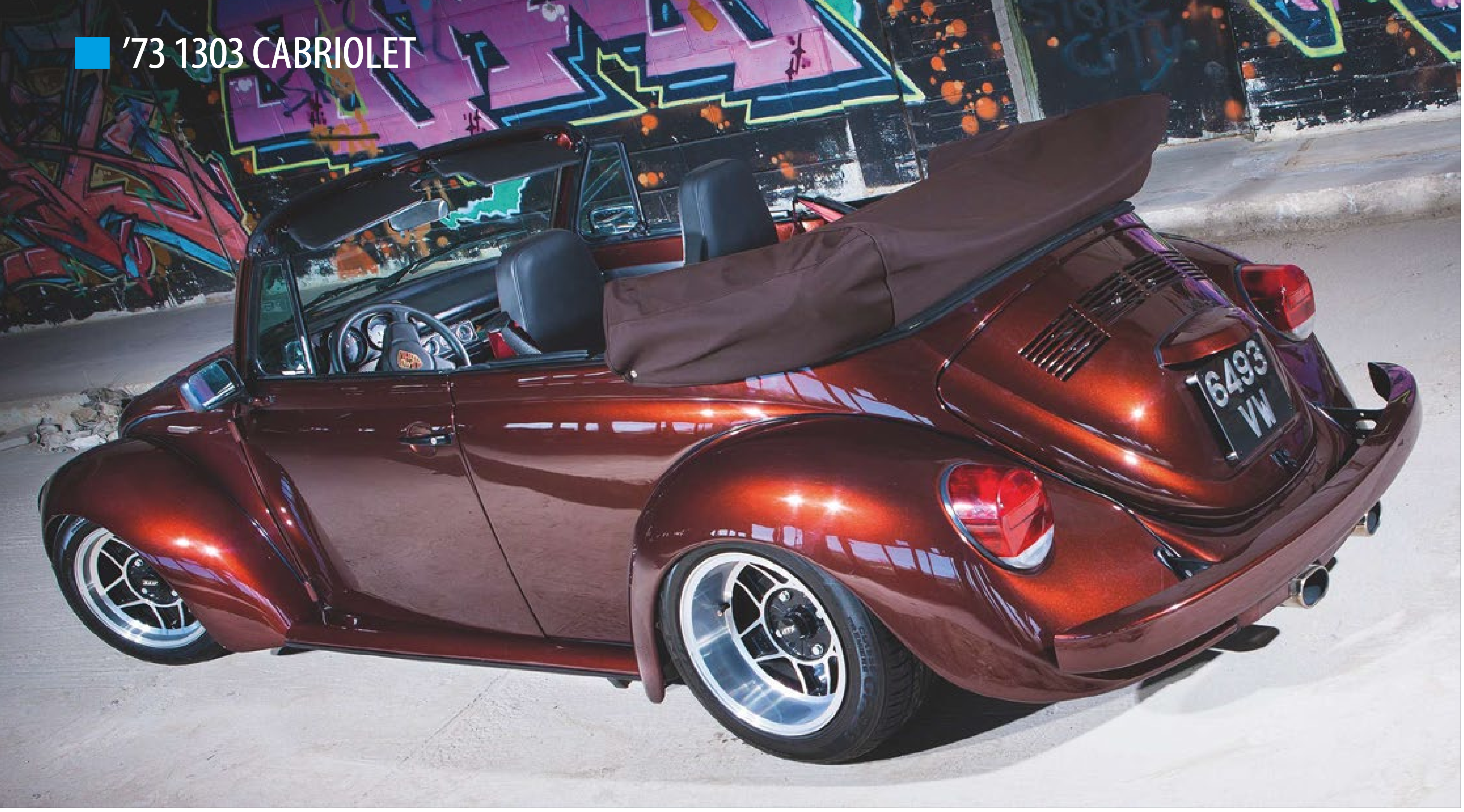
The bumpers were heavily modded too, with a front bumper being sectioned and re-welded and fitted to the rear end of the Bug. Both the front and rears were also smoothed off and, once everything was painted, the Karmann was trailered to Limebug for the next chapter to begin.

When it comes to horsepower, this is no normal 1303 under the decklid. The car already had a 2.0-litre Porsche 914 engine, but this time round it was rebuilt with a set of Stateside Tuning 96mm barrels and a mild Engle cam. The obligatory genuine Porsche upright fan conversion was also installed, and colour coded to match the air box. With a pair of Weber 40IDFs, and an output of 110bhp at the wheels, confirmed on a rolling road session at Interpro near Bristol, it certainly packs a wallop. With its taller final drive, the GT-ratio gearbox brings the revs down and makes for more relaxed motorway cruising.

Low and go

When it came to the stance, Doug decided he wanted the '03 to run as low as possible, but still be driveable. "It was about this time I heard about the bolt on air-ride kits Limebug were developing. They sounded like the right option for me, so I ordered a full set up – front and rear, along with all the controls etc. and had it delivered to the guys at The Old Dub Shop near Bristol. Spence and the crew really know their stuff, and I knew they'd be able to fit it for me."

The kit arrived as a complete rear subframe that



Those ATS Classics really fill out the Kerscher oversize wings

is offered as a bolt-in upgrade, but The Old Dub Shop guys found it needed modifying before it was able to offer the amount of drop and lift Doug was asking for. The subframe was therefore cut and extended by 35mm to extend the amount of travel, while the panel underneath the rear parcel shelf was cut out and raised to allow the extended framework to move through its full range of travel and allow the airbags to sit comfortably in place. The front end was a considerably easier job, with the Limebug kit comprising replacement airbag struts which, when deflated, bring the front end level with the back end, which can be tweaked using the adjustable spring plates.

The interior was the final piece in the jigsaw. "I managed to find a pair of Porsche tombstones and a 911 steering wheel that was fitted by using a boss onto an original 1303 centre. Back in 1993 I bought a complete 914 dashboard and set about the pod so I could transplant it into the 1303 dash. With a bit of moulding, and with the seats and wheel sorted this time around, it all blends in nicely."

Transcal in Bristol were tasked to re-trim the interior in super soft black and espresso-coloured nappa leather, and it really is the finishing touch to a great build.

Whilst it took a bit longer than planned, Doug says it was all worth the wait when he took a Top 20 trophy at *VolksWorld* 2014, and his winning ways have continued at plenty of other shows since. ■

> "Airbag struts bring the front end level with the back"

Thanks: All the guys at Auto Kraft and Limebug, Lee and No mates at Victory Paintworks, Spence and Mike at The Old Dub Shop, Rob from CAE Electrics and all the guys in Kerbside Kustoms and Der Blitzen Sphincters.

VolksWorld Show
2014
Top 20

BEHIND THE WHEEL

"After 10 years of not driving the cab, getting behind the wheel was a scary prospect. You listen for every squeak, knock and fart. My first journey was the 100 miles from The Old Dub Shop in Bristol to home then, shortly after, it was off on the 700-mile return journey to Ninove. Apprehensive? Yes, but it was a dream drive, the engine ran faultlessly – the rolling road set up is sure worth it – and I felt confident to test the old girl's muscle. The taller third and fourth gears really make a difference at the top end, giving more speed at less revs, but it's the push-on power from 60 upwards I was really impressed with.

"I had, however, forgotten just how loud it is inside the Cab. Aside for the continuous roar, I just love the noise at start up and at idle that only comes from a Porsche fan set up.

Aside from the engine, the other fear I had was the suspension – un-tried, un-tested and the first kit of its kind to be fitted – yep, I was just waiting for the whole thing to collapse, but it's a perfect ride, a little softer than the gas shocks I previously ran, and not limousine-like, just a nice balanced ride. At 54, I'm not throwing it around corners like I used to, and quite how the air ride will perform in the long term on heavy street driving I'm not yet sure. I've pushed her a little and let's just say she wasn't phased going through some roundabouts.

"All in all she was built as a head turner and as a motorway cruiser and that's exactly how she rolls – I would love to hear the comments from other motorists as this old German bird roars past them in the outside lane.

"I love it, may the old girl be with me for years to come!" ■

SEALEY

2015 PROMOTION

Promotion valid from 1st March to 31st May 2015

Quick Change Internal/ External Circlip Pliers Set

NEW

Premier

SAVE 27%

£18.95 Exc. VAT

£22.74 Inc. VAT

- **Model No. AK8453**
- List Price £25.95

Magnetic Collector & Heavy-Duty Magnetic Pick-Up Tool Set

NEW

HEAVY DUTY

SAVE 30%

£13.95 Exc. VAT

£16.74 Inc. VAT

- **Model No. AK2312PLUS**
- List Price £19.95

3-in-1 Interchangeable Drive Ratchet Wrench

NEW

Premier

1/4", 3/8" & 1/2"Sq. Drive

72-Tooth

SAVE 33%

£26.95 Exc. VAT

£32.34 Inc. VAT

- **Model No. AK9695**
- List Price £39.95

660mm Heavy-Duty Topchest

NEW

THE WEDGE™

PREMIER Ball Bearing

UK EXCLUSIVE

(Tools not included)

- Fully welded seams, no spot welds.
- Tubular lock, supplied with 2 keys.
- Gas strut raises front cover when unlatched.
- Overall Size (W x D x H): 660 x 442 x 460mm.
- **Model No. PTB660TR**
- List Price £369.95

SAVE 24%

£279.95 Exc. VAT

£335.94 Inc. VAT

Ø180mm Lightweight Digital Polisher 1100W

- Maintains high torque levels at low speeds, ideal for polishing.
- Digital display for variable speed control from 1000-3000rpm, stepping-up in 500rpm increments.
- Choice of two side handles - traditional or over-the-top style.
- Pad Size/Thread Size: Ø180mm/M14 x 2mm.
- **Model No. ER1700PD**
- List Price £119.95

NEW

1100W

Ø180mm

VARIABLE SPEED

SAVE 29%

£84.95 Exc. VAT

£101.94 Inc. VAT

63pc 1/4" & 3/8"Sq Drive Socket Set WallDrive® Metric

1/4" & 3/8" Sq. Drive

MM

6pt WallDrive

Gear2Gear

Premier

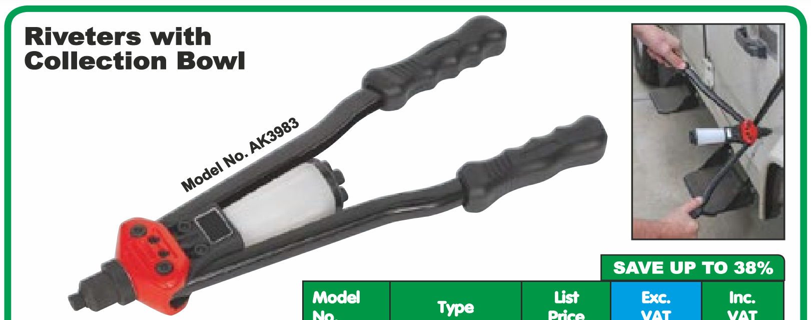
- Deluxe professional socket set with standard and deep, heat treated, mirror polished Chrome Vanadium steel sockets.
- Covers sizes from 4 to 24mm.
- Features 48-tooth gear-to-gear comfort grip ratchet handles, spark plug sockets, extension bars and accessories.
- **Model No. AK8951**
- List Price £139.95

SAVE 39%

£84.95 Exc. VAT

£101.94 Inc. VAT

Riveters with Collection Bowl



- Suitable for blind aluminium, steel, stainless steel and structural rivets up to 6.4mm(1/4").

SAVE UP TO 38%

Model No.	Type	List Price	Exc. VAT	Inc. VAT
AK3982	Compact	£69.95	£43.95	£52.74
AK3983	Medium-Arm	£79.95	£49.95	£59.94

7.2V Cordless Wet & Dry Rechargeable Vacuum Cleaner

7.2V

Wet & Dry

- Includes detail brush, squeegee brush, storage bag and reusable filter.
- Built-in crevice tool for wet and dry pick up.
- Features removable collection chamber for easy disposal of waste.
- Charging Time: 3-5hr.
- **Model No. CPV72**
- List Price £59.95

SAVE 30%

£41.95 Exc. VAT

£50.34 Inc. VAT

140bar Pressure Washer with TSS & Rotablast Nozzle®

WEB VIDEO

ROTABLAST NOZZLE

AUTOMATIC TOTAL STOP SYSTEM

400ltr/hr

- Semi-professional, heavy-duty unit for extensive domestic and light commercial use.
- Supplied with 5mtr hose, variable nozzle and Rotablast® nozzle which helps develop the same Effective Cleaning Power (ECP) as a 257bar/3740psi pressure washer.
- **Model No. PW2200**
- List Price £269.95

SAVE 35%

£174.95 Exc. VAT

£209.94 Inc. VAT

PICK UP YOUR COPY TODAY

Visit www.sealey.co.uk OR download the FREE Sealey App today to view and download all current promotions and the latest catalogue on your Smart Phone or Tablet. Alternatively call us on 01284 757500.

Available on the App Store

android

1/2"Sq Drive Extendable Breaker Bar

Extendable

Premier

WEB VIDEO

- Extension retained at set increments with a quick release locking ring giving four different shaft lengths.

450-600mm Length

SAVE 40%

£23.95 Exc. VAT

£28.74 Inc. VAT

- **Model No. AK7315**
- List Price £39.95

8pc Hi-Vis Hammer-Thru Screwdriver Set

NEW

Hammer-Thru

Premier

SAVE 31%

£15.95 Exc. VAT

£19.14 Inc. VAT

- **Model No. HV002**
- List Price £22.95

OUT NOW

TOOL TRAYS
SEALEY

INTRODUCING OUR NEW PREMIER PLATINUM SERIES

Sealey Dealer Locator & website here

Please send me a **FREE** copy of your latest printed catalogue and promotions Ref: VW/SPR15

Name: Mr/Mrs/Miss	
Address:	
Town:	
County:	Postcode: ....
Email:	Mobile: ....

We comply with the requirements of the data protection Act and may use these details to send you information about other promotions from the Sealey Group. We may also share this information about you with third parties where we feel their services will be of interest to you. If you do not wish for your details to be passed on to these third parties, please tick this box. ☐

SEALEY GROUP,
KEMPSON WAY, SUFFOLK BUSINESS PARK,
BURY ST EDMUNDS, SUFFOLK. IP32 7AR
TEL: 01284 757500
E-MAIL: sales@sealey.co.uk

Follow us...

OFFERS WILL BE WITHDRAWN WHEN STOCK IS SOLD. WE RESERVE THE RIGHT TO CHANGE PRODUCTS AND PRICING AT ANY TIME. PRICES AND SAVINGS EXCLUDE VAT UNLESS STATED OTHERWISE. E&OE

Air-Cooled Restoration & Performance Parts

Machine7.com

MEYLE VARGA CSP TRW

From Brake Shoe Fitting Kits

To CSP Disc Convesion Kits

20 YEARS
1995-2015
Machine7.com

Service, Restoration and
Performance parts for
Beetle, Split Bus, Bay Bus, Type-3 & K.Ghia

To find out more go to: **vwcamperandbus.com**

DOG FRIENDLY EVENT

Only £39pp
Children go free!

Camper &BUS Show
7-9 AUGUST 2015
Eastnor Castle

Camping AT THE Castle

Join us at the UK's most stunning VW show venue

Camper &BUS Show
7-9 AUGUST 2015
Eastnor Castle

What is the show all about?

This a family-friendly event, with the VWs the stars of the show. So come one, come all, you're all welcome. We're sure there will be something for everyone to do, from our smörgåsbord of activities and entertainment spread across the whole weekend.

So come along and get stuck into the fun, check out the show 'n' shine, vehicle displays or simply enjoy some quality family time in the rolling hills around Eastnor Castle. Your ticket includes camping, and children 16 and under go free. Tickets can be purchased online at www.vwcamperandbus.com, or by calling Nicky McKirdy on 020 8726 8313 (9.30-2.00pm)

Soapbox challenge

The hilly terrain of Eastnor Castle is the perfect place for an all-action Soapbox Derby. Whether your entry takes 30 minutes or three months to construct, we would love to see you all on the start line. This is guaranteed to be one of the most entertaining and amusing parts of the weekend – for competitors and spectators alike – and the more entries there are, the more fun it will be. Before you start building your noble steed or your chariot of power, check out the rules and regulations and decide which category best suits you. Let battle commence! See www.vwcamperandbusmagazine.com for full details

The cars are the stars

Yes, you can be the hero in your own fairytale this weekend, but the real stars are the VW Transporters, in all their guises, plus the air-cooled Beetle of course. With a show 'n' shine, club displays and some special crown jewels too, your starring role could be in jeopardy.

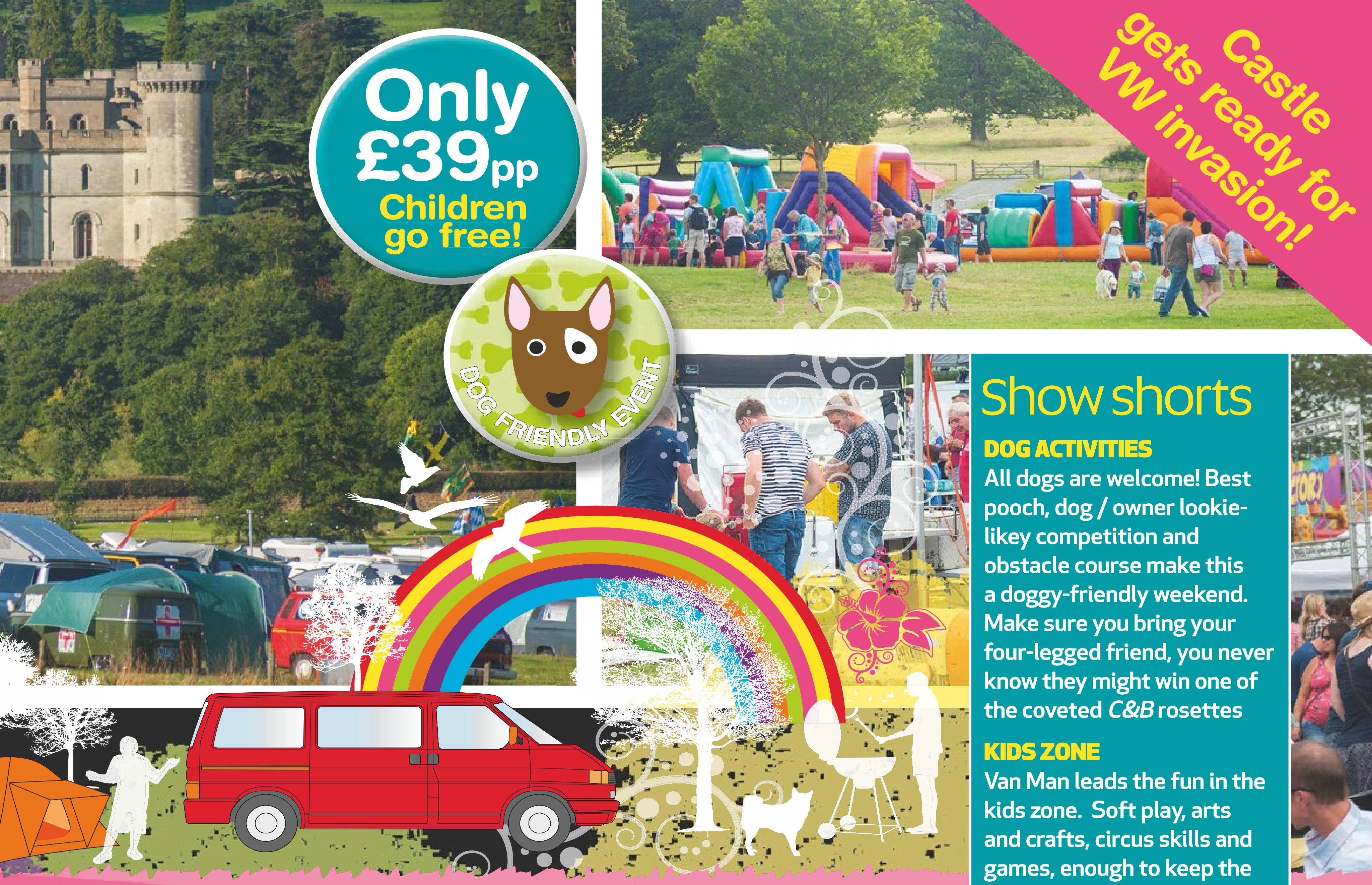
Want to enter your ride for the show 'n' shine? Enter on the day or sign up in advance by contacting Adrian at adrian.vaughan@timeinca.com

Book your club plot at the show

If your VW club is interested in coming to the show *en masse*, we are offering large club plots so you can all camp together and save your members some cash. Check out the *Camper&Bus* website for details

Don't miss out on this year's most exciting show!

Castle gets ready for VW invasion!



Only £39pp

Children go free!

Show shorts

DOG ACTIVITIES

All dogs are welcome! Best pooch, dog / owner lookie-likey competition and obstacle course make this a doggy-friendly weekend. Make sure you bring your four-legged friend, you never know they might win one of the coveted *C&B* rosettes

KIDS ZONE

Van Man leads the fun in the kids zone. Soft play, arts and crafts, circus skills and games, enough to keep the kids entertained for the whole weekend

OUTDOOR FUN

Try your hand at various noble arts, including archery, compliments of Squire Peene and his bunch of merry men

FREE-TO-USE KIDS INFLATABLES

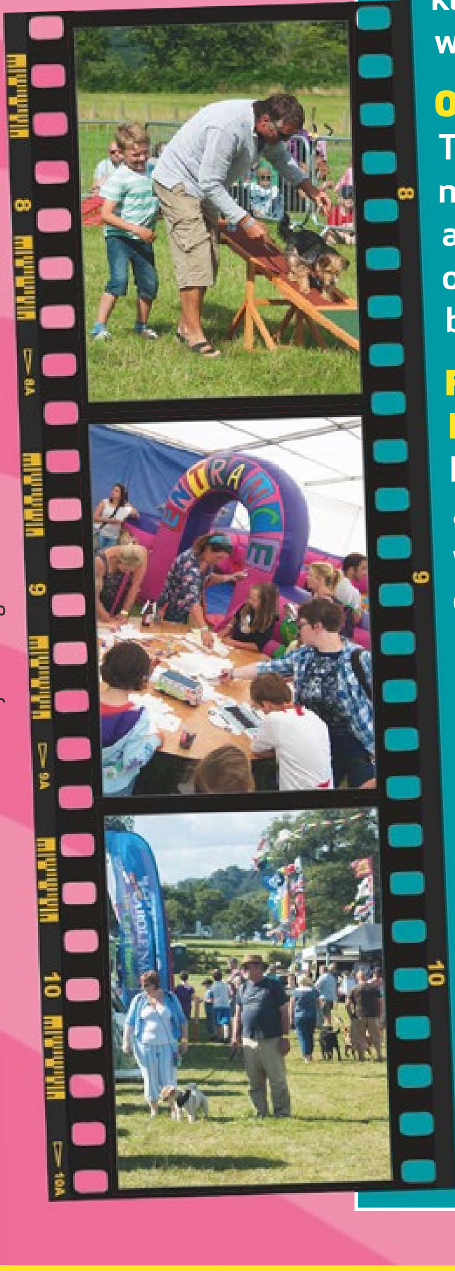
Inflatable Beetle and Camper open all weekend for your little ones to enjoy

MAIN ARENA

There will be a variety of activities going on, some for you to sit and enjoy, others you can participate in

TRADE STANDS AND SWAP MEET

Loads of traders will be on site, selling everything you could need for your VW



Carnival Collective

Live entertainment

We're lining up the perfect mix of music to soundtrack your weekend. This doesn't mean banging techno or hardcore dubstep, but a great selection that will get everyone from the tiniest tots to the most glamorous grans up on their feet. Confirmed so far on the main stage are the not-to-be-missed Carnival Collective, a 30, yes, 30-piece band playing uptown funk and dance – a surefire winner if you love a bop. Bjorn Again, one of the country's leading ABBA tribute bands, will be adding a bit of glam to proceedings, while Funking Skunks will be taking us back to the '80s with their reggae and ska set. Finally, back by popular demand are the Birmingham Blues Brothers. Meanwhile, on the *VWt* stage in the bar, we will have live comedy, live music and a karaoke competition for the uninhibited *

*Subject to change

Advance tickets

Save £6.00 and get a free show t-shirt! An advance weekend ticket costs just £39, a saving of £6 on the on-the-day price, so don't delay, order yours today. As an added bonus, if you book before the end of May, we will send you a show t-shirt worth £14.99, plus some show stickers and a retro torch, absolutely free. To book tickets, head to www.vwcamperandbus.com

Camper Bus Show
7-9 2015
Eastnor Castle

Book now: www.vwcamperandbus.com/show

VOLKSWAGEN
YUY
273G
GB

Original, in both senses

Some might say this is the thinking man’s Split, others simply pigeonhole it under the heading Early Bay, but we’re going to simply going to call it, original

Words Ivan McCutcheon **Photos** Dan Pullen

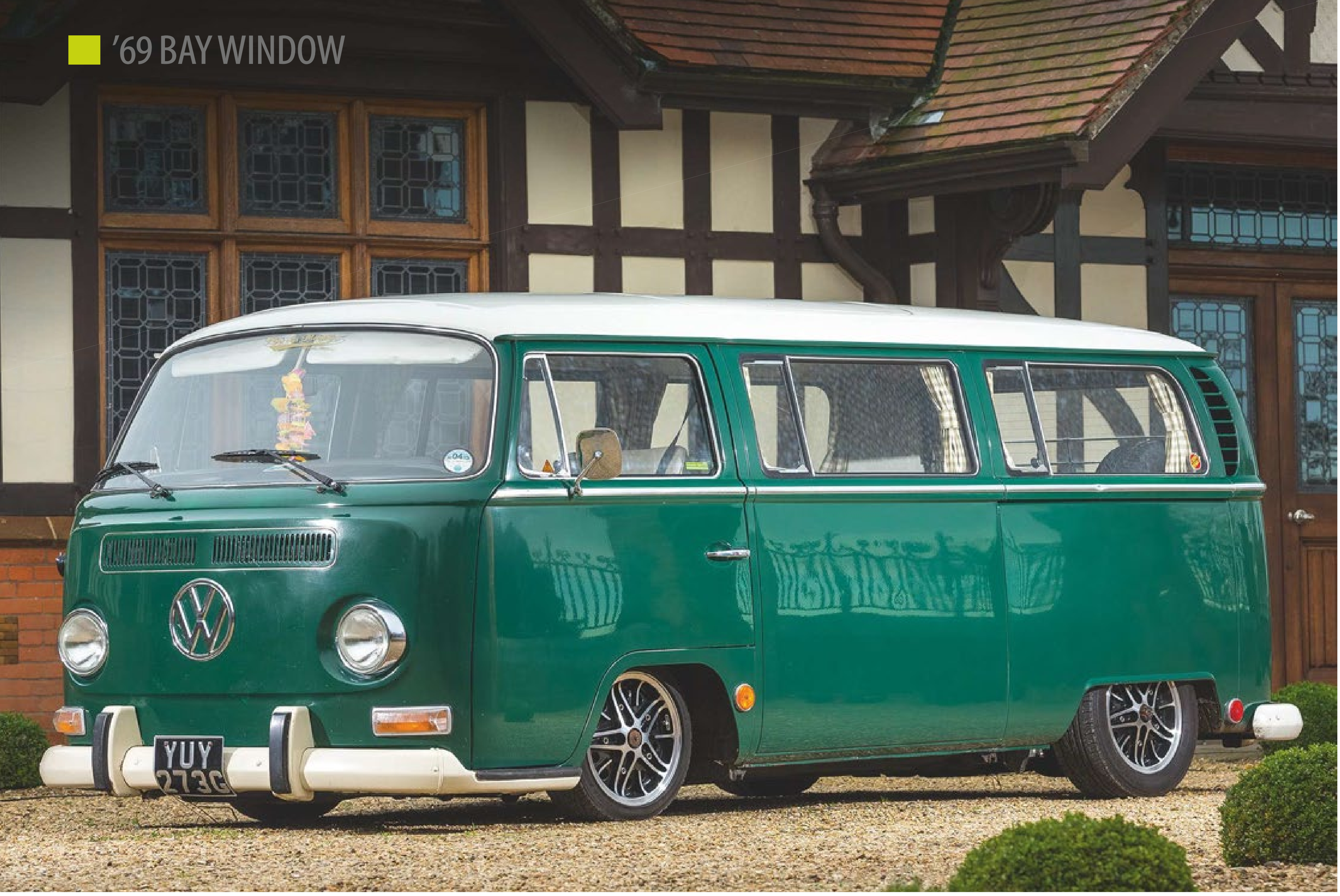
Now there’s two ways a VW can be original – one being as it left the factory, the other if it’s a one off, something different from any other. And this is where things become clear cut, as this Bus is original and, well, original. Yes, I realise that made little sense, but I don’t want to spoil a reputation of talking nonsense I’ve taken decades to create. So, let me take you out of the fog of confusion by giving you a bit of background before explaining exactly what I mean.

Gary Pearce is a 42-year old kitchen and bathroom fitter from the city of Norwich in the non-metropolitan English county of Norfolk. Well, actually, he’s not from there, but he lives there now. Originally, Gary grew up in our ‘manor’, the dreary and dangerous Greater London town of Croydon. We doubt he left a trail of crumbs when he left as, apart from friends and family, we doubt he’s any reason to return. However, his years with a CR postcode can be thanked for one thing at least, as this was when he got into Volkswagens. “It was hanging around my hometown of Croydon that got me into VWs. Most of my friends were into the VW scene. I took a trip to one of the first Bug Jams at Santa Pod and I was hooked!” So, we asked, what year would this have been? ’87? ’88? “I started getting involved with friend’s VWs first around 1988, so about 27 years ago. Damn… How old?” Yes, Gary, we share your pain - we were there, too. This means Gary is no newbie, he’s been into VWs for nigh on three decades.

Stepping stones

How did Gary get to this cool looking Bay Window Microbus? Well, it’s been an interesting journey, which has seen many interesting journeys in many interesting VWs. It was shortly after that first Bug Jam head melt it all started to happen, as he explains: “I was offered

>



They're can't be many left out there like this one! Bumper overriders were a factory optional accessory fitted from new

a friend's '69 sunroof Bug, it was already lowered and had alloy wheels. The sunroof was a bonus! It needed a new felt seal and that was it. Happy motoring." Today we'd refer to it as an '80's UK Cal Look. It wasn't long before another friend offered him another Beetle. "This one was Java Green, but I couldn't be bothered with it. It needed a new heater channel and a wing. I parted with all of £80 for it. And so the story continued." Since then, Gary's remained true to VWs and they've remained true to him in return. Further to the two Beetles we've mentioned, he went on to have a '64 small window Beetle. And he doesn't just do air-cooled either, as he's also done some 'pumping in his time. That's water pumping by the way. He's had two Mk2 Golf GTis, a Mk1 Jetta and a T5 Transporter of 2008 vintage, all of which were slammed and modified in some way. Which brings us nicely to where we are today.

> "Gary has netted the golden goose, his VW Ark of the Covenant"

Original, original

So, everything you have just read has culminated in the '69 Bay Window you see here. And what's so special about it? Well, it's original, in both senses of the word. It's original as in there's nothing exactly the same out there, but it's the other use of original that makes this one the extra bit special, with hundreds and thousands sprinkled on top. You see Gary has netted the golden goose, he's got his VW Ark of the Covenant – as he snagged an original, matching numbers, original motor and gearbox Bus. And this is no ordinary Bus either, as it's a Deluxe with original factory Golde steel sliding sunroof. Gehhhhhht in there my son, back of the net!

TECH INFO

BODY: 1969 Deluxe Microbus with Golde sunroof

ENGINE: Stock 1584cc Type 1

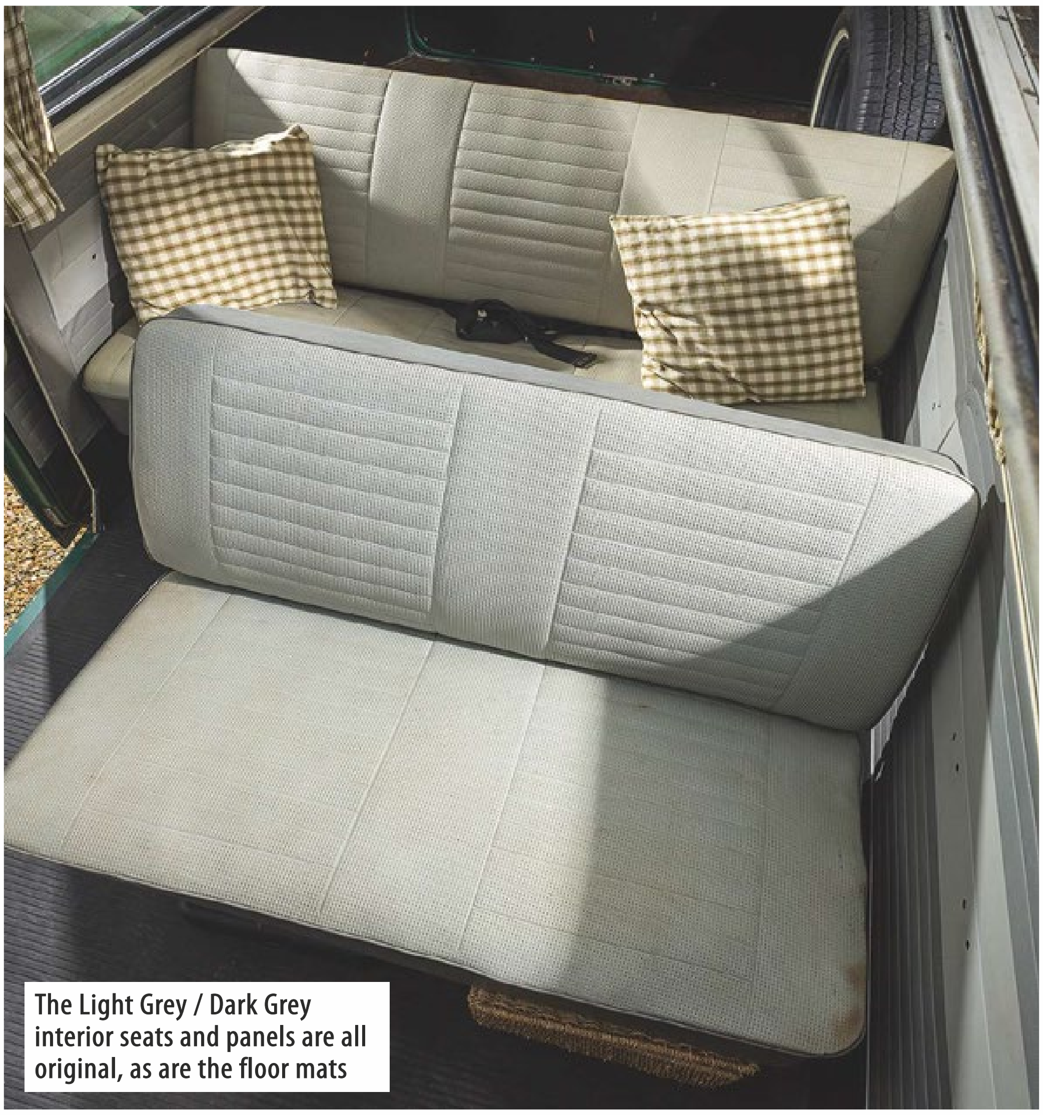
SUSPENSION AND BRAKES: 4-inch narrowed Split front beam; dropped spindles; Split Bus front brakes; notched front and rear chassis rails; adjustable spring plates; KYB gas shocks all around

WHEELS AND TYRES: 5.5 x 15 inch VW Heritage / SSP Cosmics; 165/50-15 Nankangs and 195/65-15 Goodyears

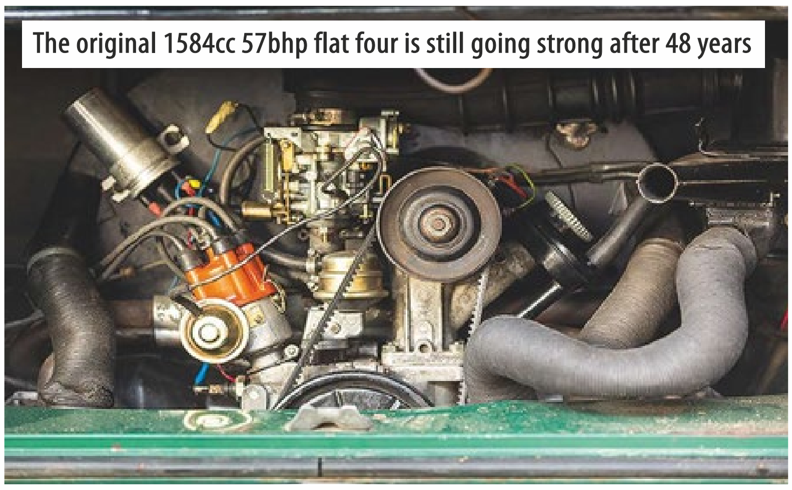
Now, this is where our friends in the New World will be a hooping and a hollering, and our friends in the Fatherland will calmly, but seriously, remark *Mein gott!* And this isn't your textbook *VolksWorld* feature where we tell you all about the bodywork that took years to repair and the months the prep and paint took as, when we asked Gary who did the bodywork and paintwork, his answer was just one word: "Volkswagen." That's right, it's not been touched since the day it rolled out of the Hanover plant in 1969. Well, we say it's not been touched, but we're not talking about the odd mark it's picked up on its 46-year journey to these pages, we're talking about it not having been painted since then. Now, in the USA they call it 'original paint' and in Germany it's know as 'first paint', but whatever you call it, the fact remains the same – it's a big deal. A VW is only original once, and it's very rare to find one, especially one that has lasted this well. You see original paint covers no sins. Gary is a lucky man.

So now we've got the paint and body out of the way, let's look at the Light Grey / Medium Grey vinyl interior. Who was it done by? Well, Gary came up with the same answer: "Volkswagen." That's right, the whole seven-seat Deluxe Microbus interior is original, too. That's all the seats and all the door and side panels. And, as you'll see in the photographs, it's in damned good shape.

To be honest, Gary has only had to make some curtains, throw a couple of contrasting

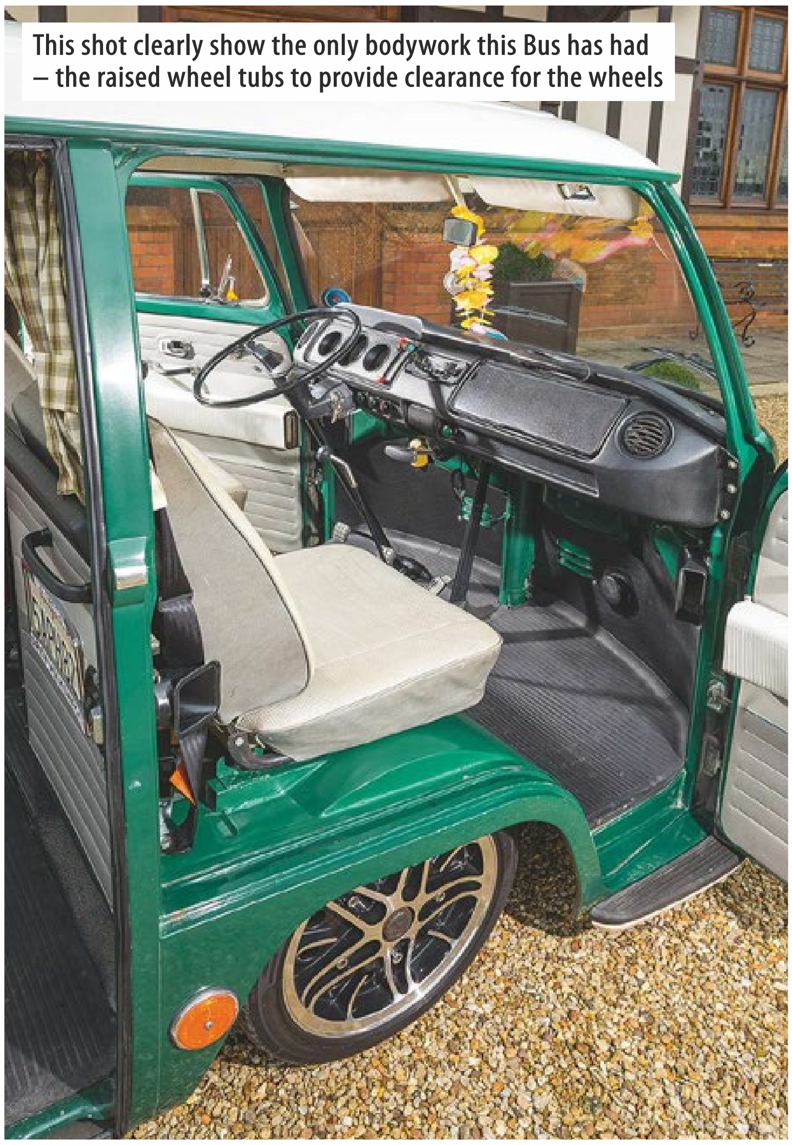


The Light Grey / Dark Grey interior seats and panels are all original, as are the floor mats

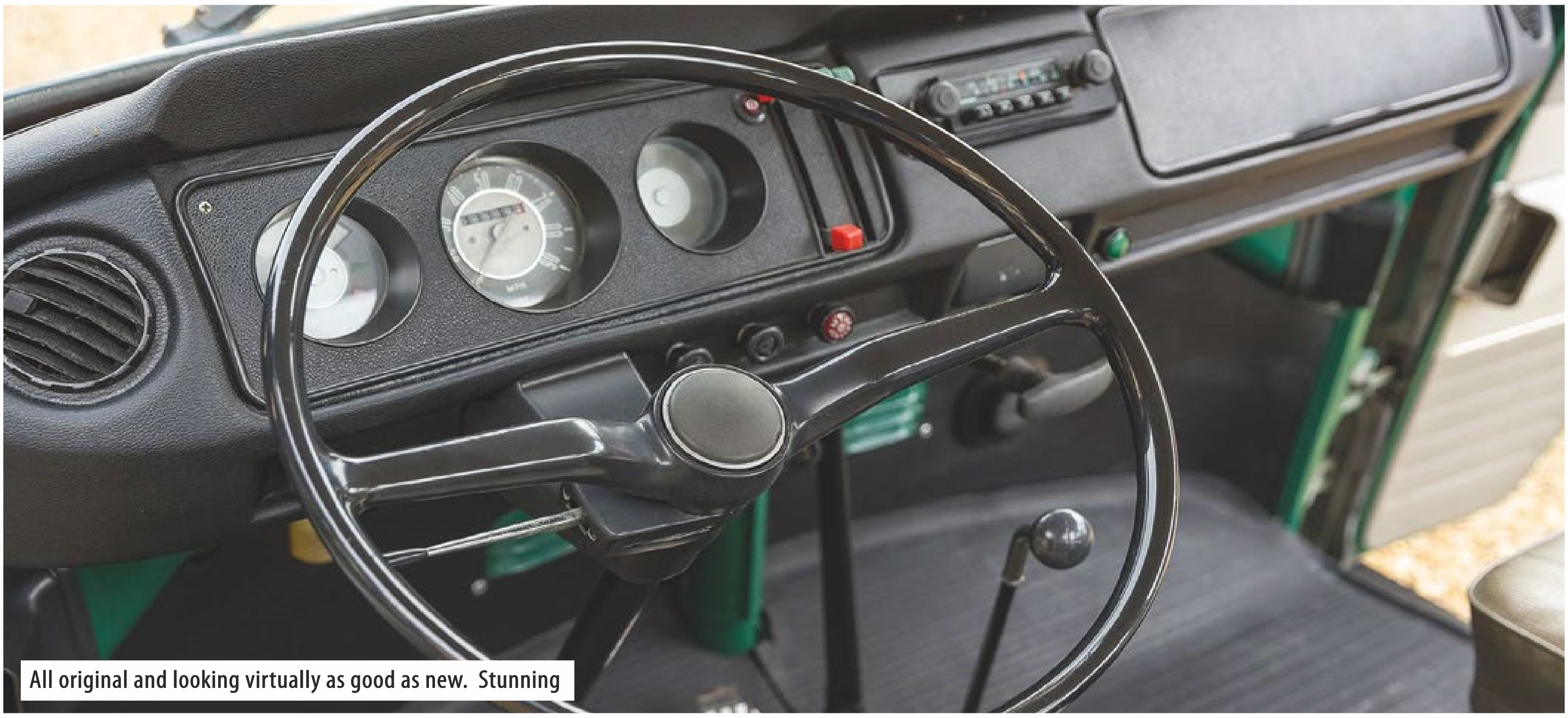


The original 1584cc 57bhp flat four is still going strong after 48 years

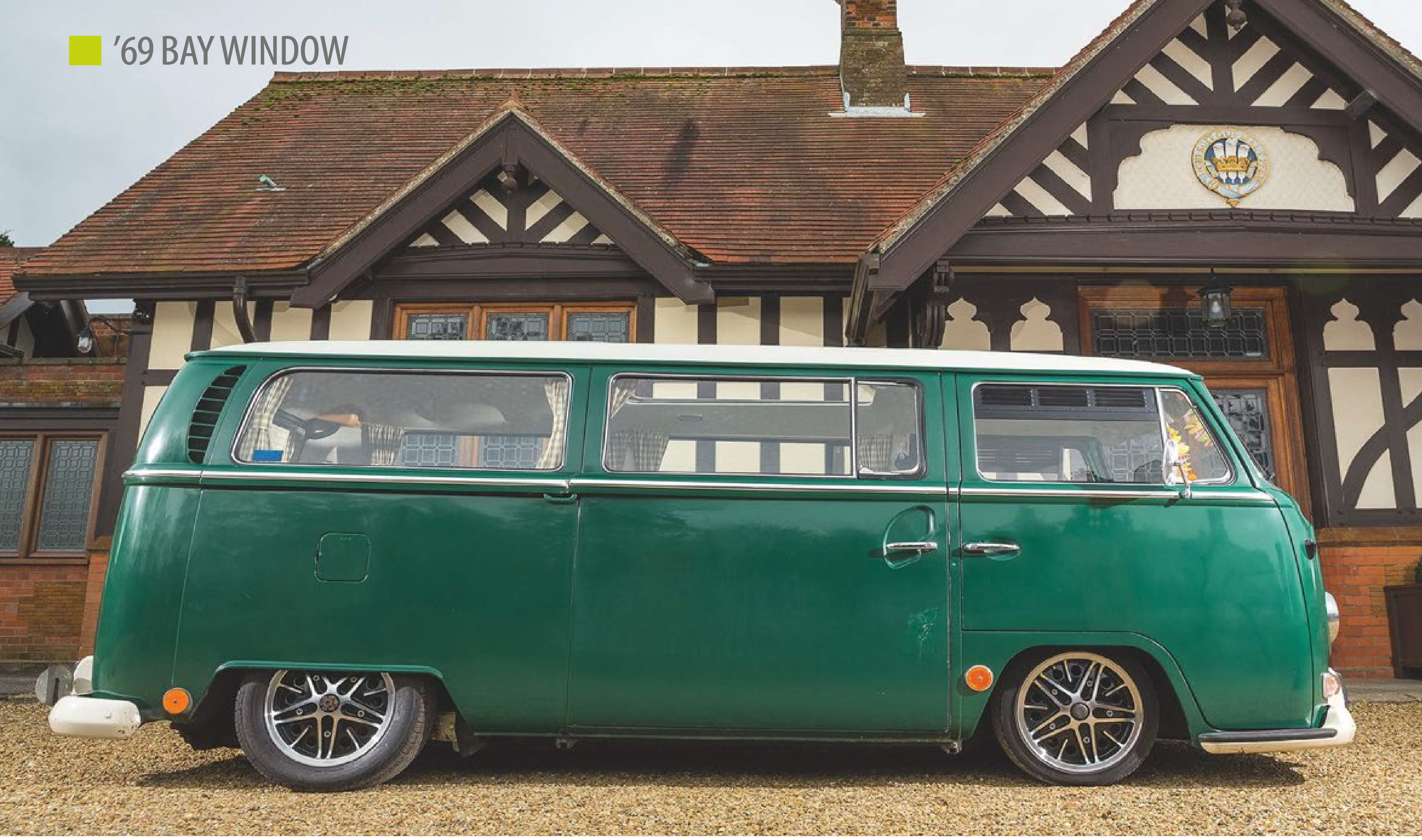
Those upright 'jail bars' in the centre aren't often seen



This shot clearly show the only bodywork this Bus has had – the raised wheel tubs to provide clearance for the wheels



All original and looking virtually as good as new. Stunning



Seriously stanced! When it comes to Early Bays, this one is way, way, up there. Or should that be down there?

BEHIND THE WHEEL

"Being so low it is surprisingly nice and smooth to drive, but I do drive like me nan.

"First off, it didn't have the tubs and fully laden the wheels were scrubbing on the 'arches. Rather than raise it on the adjusters, I just offloaded all the heavy stuff like my wife, awning etc. into a mate's Bus and away we went. I didn't want to cut the seats about, so The Birchfield Slammer made me some mild 45mm tubs, which gave me room to take it down another notch.

"The sunroof is a special feature, and I like to have it open as much as possible, but our kids look like they've been through an F5 tornado by the time we get anywhere!"

"The Bus now sits about 10 inches lower than it originally did"

scatter cushions in the back and add a gear shifter extension and some new inertia reel seat belts to make it how you see here. Well, that and strip it all out and give it a thorough detailing session.

Now, remember what Gary told us a about slamming and modding every VW he's owned? Well, as you will have noticed, his '69 Deluxe wasn't about to buck the trend. It may have been original, but Gary wanted to make it the other kind of original as well, and that meant a trip towards *terra firma*. The work took about two months and Lee Bishop aka The Birchfield Slammer helped do the work.

The Bus now sits about 10 inches lower than it originally did, and to achieve this took a fair bit of work and reverse engineering, to be honest. So, how was it lowered? Well, the original Bay front beam was replaced with a new, four-inch narrowed, adjustable king and link pin conversion beam supplied by Type 2 Detectives (www.type2detectives.com). The beam was fitted with dropped spindles, but that's not all, as not only did the chassis have to be notched, but the cab of the Bus had to be modified by making raised arches for the wheels to sit under. However, the tubs are far from drastically encroaching. The rear suspension features a notched chassis and adjustable spring plates. All of this work was pretty straightforward, the only headaches came when it was time to sort the brakes and wheels out. As an early Split Bus-style beam was being used, Gary had to have the front brake drums machined down before the centre bore of his chosen SSP wide-5 Cosmic alloys would go on the drums. The front brakes are 1964 Split Bus and the rears are reconditioned 1969 Bay drums. The Bus rides on KYB gas shocks all round.

Pennies from heaven

Since buying the Bus is January 2014, and carrying out the mods, Gary is into it for around £14,000 and, although it wasn't built to win awards, he's won Best T2 at Lifestyles Festival at Hunstanton and also won T2d Choice at Alive & V-Dubbin. How much has he spent on it since getting it on the road? "Pennies really, probably around £500." Now, I don't know about you but I reckon the experience of being in the scene for coming up to 30 years has taught Gary that if you start with something original, it's easy to make something original from it.

Don't think this Bay Window will be the last you hear from Gary either, as he has just got a '72 steel sunroof Beetle to work on with his two sons. The plan is to have it ready as their first car. Perhaps then Gary can start thinking about the VW of his dreams. What is that? "Ooh, difficult one, I would probably say a Split Samba, but I'm going to go with an Early Bay Crew Cab. No, an Early Bay Westy. But I do like Split Panel Vans. Oh, I don't know!" Now ask yourself, does that sound familiar?

Specialist Volkswagen Insurance

40
YEARS
OF EXCELLENCE

Benefits available include:

- FREE Legal Cover
- Modifications Cover
- Limited Mileage Discounts
- Breakdown Cover
- Club Member Discounts
- Agreed Value

Great Value Insurance Deals

Adrian Flux know how much you love your Volkswagen, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history.
Call us today for a free, no obligation quote.

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

ADRIAN
FLUX

MEGABUG
NEW & SECOND HAND VOLKSWAGEN PARTS

SAVE MONEY
WITH A MEGABUG PACKAGE DEAL

BRAKES • ENGINE PARTS • PEDALS & LINKAGE • RUBBERS & SEALS • SERVICE PARTS

There are great savings to be made on many of our 1,000s of new and second hand VW parts, so now's the time to check out our website for the latest deals. And if you can't see a package that suits you, simply drop us an email at **info@megabug.co.uk** with your requirements and we'll personally tailor a great deal, just for you.

0208 317 7333 • megabug.co.uk

Unit 3 • Whitehart Road • London • SE18 1DG

twitter.com/Megabug_vw **facebook.com/megabug** **0208 317 7333**

1965 your 50 years insurer 2015

What you should expect from your classic camper insurer

A business you can trust

Independent and family owned since 1965

Speak to the same person everytime

Your own personal client manager

All the features & benefits

You would expect from a classic camper policy

'We believe that this is expert personal service at its best'

Mark Wilkinson Managing Partner

Chris Wilkinson Senior Partner

CLASSIC CAR INSURANCE
Heritage
Since 1965
RUN FOR ENTHUSIASTS BY ENTHUSIASTS

To speak to your personal client manager call now on

0121 248 9224

www.heritagecarinsurance.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority.

SUBSCRIBE TO VOLKSWORLD AND SAVE UP TO 31%

Subscribe and PAY JUST £3.00 an issue*

*When you pay every
6 months by direct debit.

NEW! *Monthly extras.* **Exclusive for subscribers.**

Rewards

Subscribe today and join Rewards for free to get even more from your magazine. Handpicked offers, unique giveaways and unmissable prizes – exclusive for subscribers.

Join Rewards at **volksworld.com/rewards**

PLUS ENJOY THESE GREAT SUBSCRIPTION BENEFITS:

- Cheaper than buying it in the shops
- Never miss an issue
- Delivery direct to your door
- Go Digital! Download your magazine right away. Every subscription package includes access to the digital version for iPad and iPhone*

DIY Mexican Bug
Really wild Thing
VOLKS WORLD
'56 RHD OVAL
"Let's do something silly"
PLUS

0330 333 4555
Quote code 18Y
7 days a week from 8am to 9pm (UK time)
Overseas:+44 (0)330 333 4555

volksworldsubs.com/18Y

Complete the coupon below

THE DIRECT DEBIT GUARANTEE • This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits • If there are any changes to the amount, date or frequency of your Direct Debit Time Inc. (UK) Ltd. will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Time Inc. (UK) Ltd. to collect a payment, confirmation of the amount and date will be given to you at the time of the request • If an error is made in the payment of your Direct Debit, by Time Inc. (UK) Ltd. or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society – If you receive a refund you are not entitled to, you must pay it back when Time Inc. (UK) Ltd. asks you to • You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

YES! I would like to subscribe to VolksWorld

☐ **Pay only £19.49 every 6 months by Direct Debit saving 31% off the full price of ~~£28.30~~**

☐ 2 year subscription (26 issues), pay only £77.99, save 31% off the full price of ~~£113.20~~

☐ 1 year subscription (13 issues), pay only £41.99, save 25% off the full price of ~~£56.60~~

Overseas customers subscribers SAVE up to 30%
Visit volksworldsubs.com/18Y for details

YOUR DETAILS:

Mr/Mrs/Miss/Ms: Forename:

Surname:

If you would like to receive emails from VolksWorld and Time Inc. (UK) Ltd. containing news, special offers, product and service information and, occasionally, take part in our magazine research via email, please include your email below.

Email:

Address:

Postcode:

Home Tel. No.(inc area code):

If you would like to receive messages from VolksWorld and Time Inc. (UK) Ltd. containing news, special offers, product and service information and, occasionally, take part in our magazine research via your mobile, please include your mobile phone number below.

Mobile Phone No:

Year of Birth: D D M M Y Y Y Y

CHOOSE FROM 3 EASY WAYS TO PAY

1. I enclose a cheque made payable to Time Inc. (UK) Ltd., for the amount of £__________________
2. Please debit my:

Visa ☐ VisaDebit ☐ MasterCard ☐ Amex ☐ Maestro ☐

Card No: ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Maestro: ☐☐☐

Expiry Date: ☐☐/☐☐ Start Date: ☐☐/☐☐

Signature:____________________________ Date:______________

Offer open to new subscribers only. Direct Debit offer is available to UK subscribers only. Please allow up to six weeks for delivery of your first subscription issue (up to eight weeks overseas). The full subscription rate is for (1 Year) (13 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. *The digital version comes free with the print edition of your subscription and is available strictly on a trial basis. Time Inc. UK Ltd reserve the right to withdraw free access to the digital version at any time. The *Rewards* scheme is available for all active print subscribers of magazines published by Time Inc. UK, free of charge. It is also available to digital subscribers as long as the subscription has been purchased directly through the publishers at **magazinesdirect.com.** Only the recipient of the subscription is entitled to access *Rewards*. While most offers are only available in the UK, some will be open to subscribers based overseas. Full terms and conditions are available at **mymagazinerewards.co.uk. Offer closes 30th June 2015. For full terms and conditions, visit www.magazinesdirect.com/terms.** Calls to 0330 numbers will be charged at no more than a national landline call, and may be included in your phone providers call bundle. **For enquiries from the UK please call: 0330 333 4555 for overseas please call: +44 (0)330 333 4555. Volksworld**, published by Time Inc. (UK) Ltd., will collect your personal information to process your order. **Volksworld** and Time inc. (UK) Ltd. would like to contact you by post or telephone to promote and ask your opinion on our magazines and services. Please tick here if you prefer not to hear from Time Inc. (UK) Ltd. ☐. Time Inc. (UK) Ltd. may occasionally pass your details to carefully selected organisations so that they can contact you by telephone or post with regards to promoting and researching their products and services. Please tick here if you prefer not to be contacted ☐. Time Inc. (UK) Ltd. who publish **Volksworld** would like to send messages to your mobile with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive messages please tick here ☐. Time Inc. (UK) Ltd. would like to email you with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive these messages please tick here ☐.

3. Pay only £19.49 every 6 months by Direct Debit

Instruction to your Bank or Building Society to pay by Direct Debit
For office use only. Originator's reference - 764 221

DIRECT Debit

Name of bank:

Address of bank:

Postcode:

Name of account holder:

Account no: ☐☐☐☐☐☐☐☐ Sort code: ☐☐ ☐☐ ☐☐

Instruction to your bank or building society: Please pay Time Inc. (UK) Ltd. Direct Debits from the account detailed on this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Time Inc. (UK) Ltd. and, if so, details will be passed electronically to my bank or building society.

(I am over 18)
Signature:

Date:

Complete this coupon and send with your payment to:
VolksWorld Subscriptions, FREEPOST RTKA-YLJG-HAAK,
Time Inc. (UK) Ltd, Rockwood House,
9-16 Perrymount Road, HAYWARDSHEATH, RH163DH
(No stamp needed)

Code:18Y

VOLKS WORLD

Rewards

Monthly extras, exclusive to subscribers

25% discount on selected experiences

Virgin EXPERIENCE DAYS

Up to 25% off your first two grocery shops

ocado.com The online supermarket

25 free 7" x 5" prints

photobox

Receive £5 off when you spend £20 in-store

Clintons

15% discount on your airport parking

purpleparking AIRPORT PARKING ACROSS THE UK

20% off airport lounge entry

Nº1 TRAVELLER

Plus

A chance to win a fantastic Italian cooking, wine and truffles holiday (worth £1,055)

vidados

More rewards online

Join Rewards for FREE today and get even more from your magazine subscription.Every month enjoy new handpicked offers, unique giveaways and unmissable prizes at:

volksworld.com/rewards

Not a subscriber? Visit our sister website magazinesdirect.com for the latest offers.

The *Rewards* scheme is available for all active print subscribers of magazines published by Time Inc. UK, free of charge. Full terms and conditions are available at mymagazinerewards.co.uk.
For enquiries contact rewards@quadrantsubs.com or call 0330 333 0233 between 08.30am to 17.30pm (GMT) Monday to Friday.

Above *and beyond*

It might look 'normal', but we assure you there's absolutely nothing normal about this *VolksWorld* Best of Show-winning Squareback

Words Mike Pye **Photos** John Colley

Blue Ray
VOLKSWAGEN
VARIANT
TGC
259E

“Plan is a show winning resto with a 2026cc engine (based on original case) with FI.”

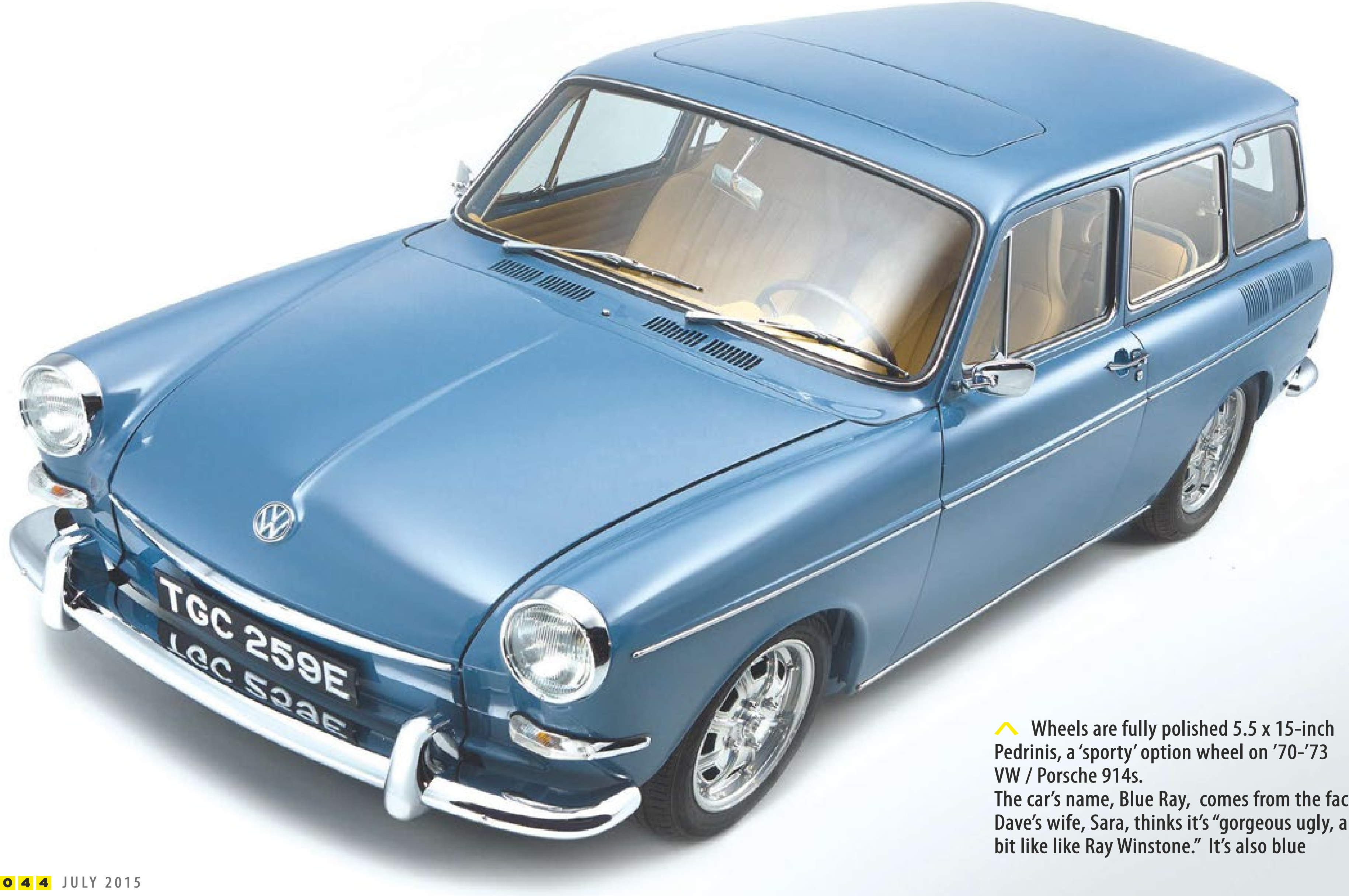
Those are the words Dave Pettengell wrote on VZi in February 2011, at the very beginning of his build thread on this car. Now don't get me wrong, there's nothing wrong with high aspirations, but setting your sights on a trophy before you've ever started building a car is a fast track to madness. Let's just say far more have fallen at the final hurdle than have succeeded. Dave is, by his own admission, not like everyone else though. “I have got used to being different from the “average” VW guy,” he says, “I am not a big one for meets, clubs, rat look etc. and I am sadly a guy who works in ‘the city’ and is lucky enough to travel the world and get to collect car parts along the way – my colleagues think I am weird for checking into a flight with a 1967 NOS front valance!” What this all boils down to is 45-year-old Dave is a successful, driven guy. His day job as an SVP at Philadelphia-based software company, Sungard, has taken him regularly back and forth to America over the last few years, and while others might see that as an opportunity to lord it up in swanky hotel bars, or buy a new Porsche each time they change their shirt, Dave sees it as an opportunity to indulge his passion, which invariably means seeking out parts for his air-cooled VWs. “I grew up working in my uncle's garage and was a Ford guy for years but, about 12 years ago, I fancied a Bay Window, and that's where it all started.” We'll return to the subject of Dave's Bay another time, for now just saying that it is currently in with Hayden Watson at Panel Kraft in Arlesey, undergoing what Hayden describes as a ‘total re-model’.

His daily driver out in Philadelphia – where Dave is currently living and working – is a 1960 Porsche 356B, while his wife, Sara, tools about in a well used New Beetle. His daily when he is here in the UK is a '67 Beetle. But don't for one minute think that means this Squareback is a trailer queen that sits on axle stands in a heated, carpeted garage. “I drove it for a year as it was, but always wanted to do a really great project. The plan was to make this a one-show car, then just drive it. Things have changed a bit since *VolksWorld* as I'm now living and working permanently in the US, but I'm back in the UK for three weeks in July and I'm going to drive it solidly for those three weeks.”

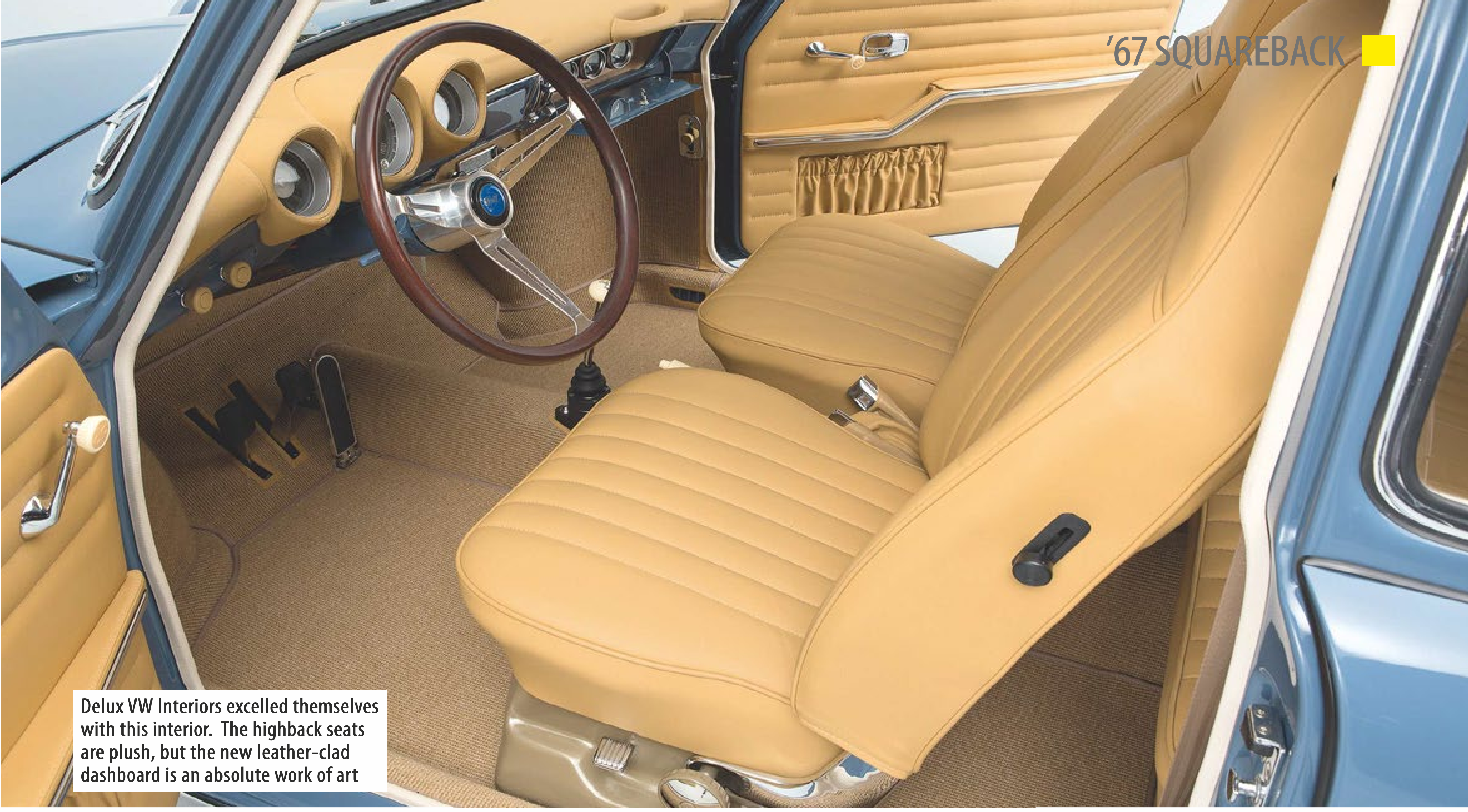
Following through

Reading through the build thread (entitled 67 Squareback project under readers' rides if you're interested), which lasted from February 2011 up to July 2014, Dave didn't deviate much from the idea he had in his head at the start. There was talk at one point of the car being painted silver with a red interior, and clearly that's not happened. The proposed engine capacity changed slightly – it's actually 2017cc – but the wheels remain the ones he bought at the very beginning, the fuel injection idea was followed through and it did indeed win arguably the most prestigious trophy on the European VW circuit last year, that of Best of Show at the 2014 *VolksWorld* Show. A few changes to the spec were made along the way – the brakes were upgraded to Dave-designed four wheel discs with Wilwood calipers, a whole new IRS subframe with heavy duty torsion bars went in when it was discovered the original was bent, but

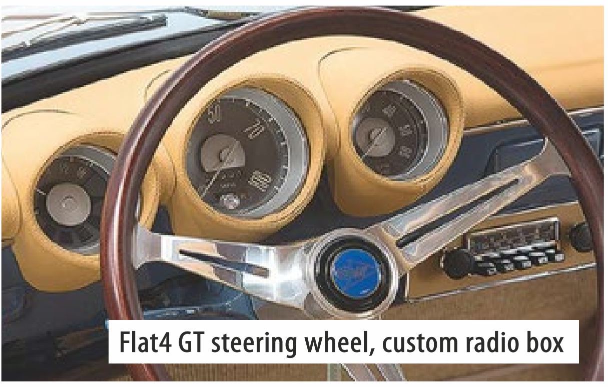
> “The plan was to make this a one-show car, then just drive it”



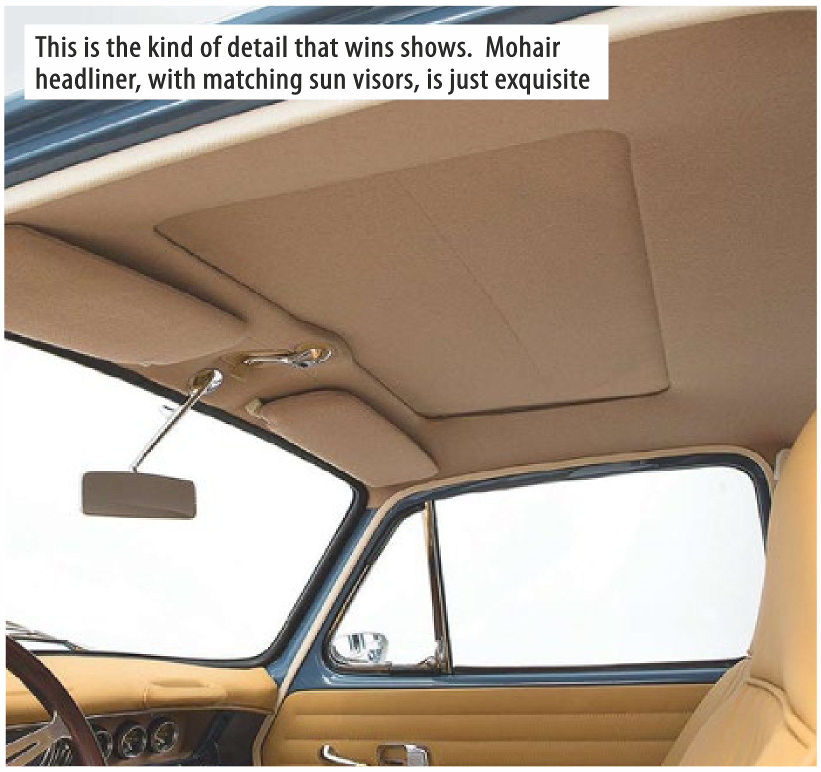
Wheels are fully polished 5.5 x 15-inch Pedrinis, a ‘sporty’ option wheel on '70-'73 VW / Porsche 914s.
The car's name, Blue Ray, comes from the fact Dave's wife, Sara, thinks it's “gorgeous ugly, a bit like like Ray Winstone.” It's also blue



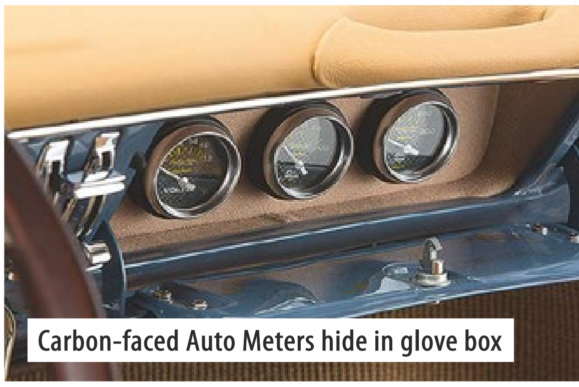
Delux VW Interiors excelled themselves with this interior. The highback seats are plush, but the new leather-clad dashboard is an absolute work of art



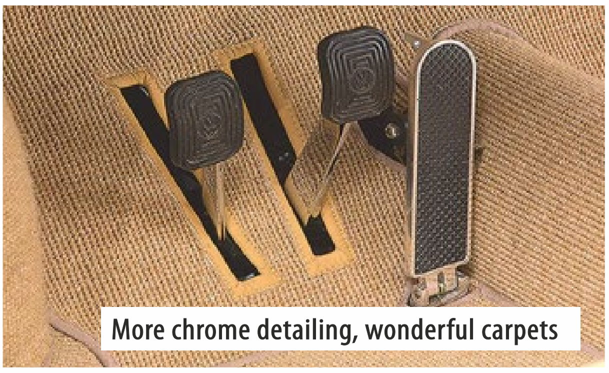
Flat4 GT steering wheel, custom radio box



This is the kind of detail that wins shows. Mohair headliner, with matching sun visors, is just exquisite

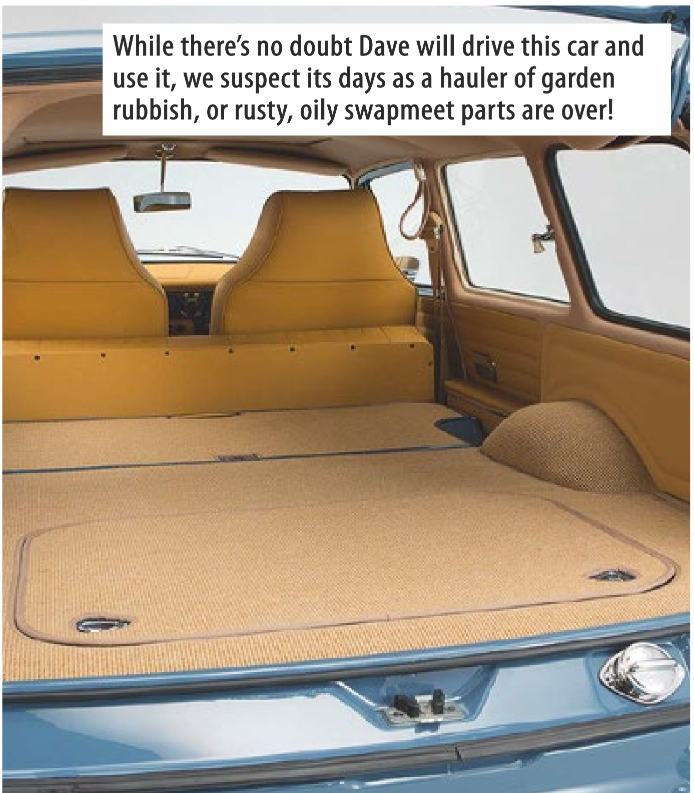


Carbon-faced Auto Meters hide in glove box

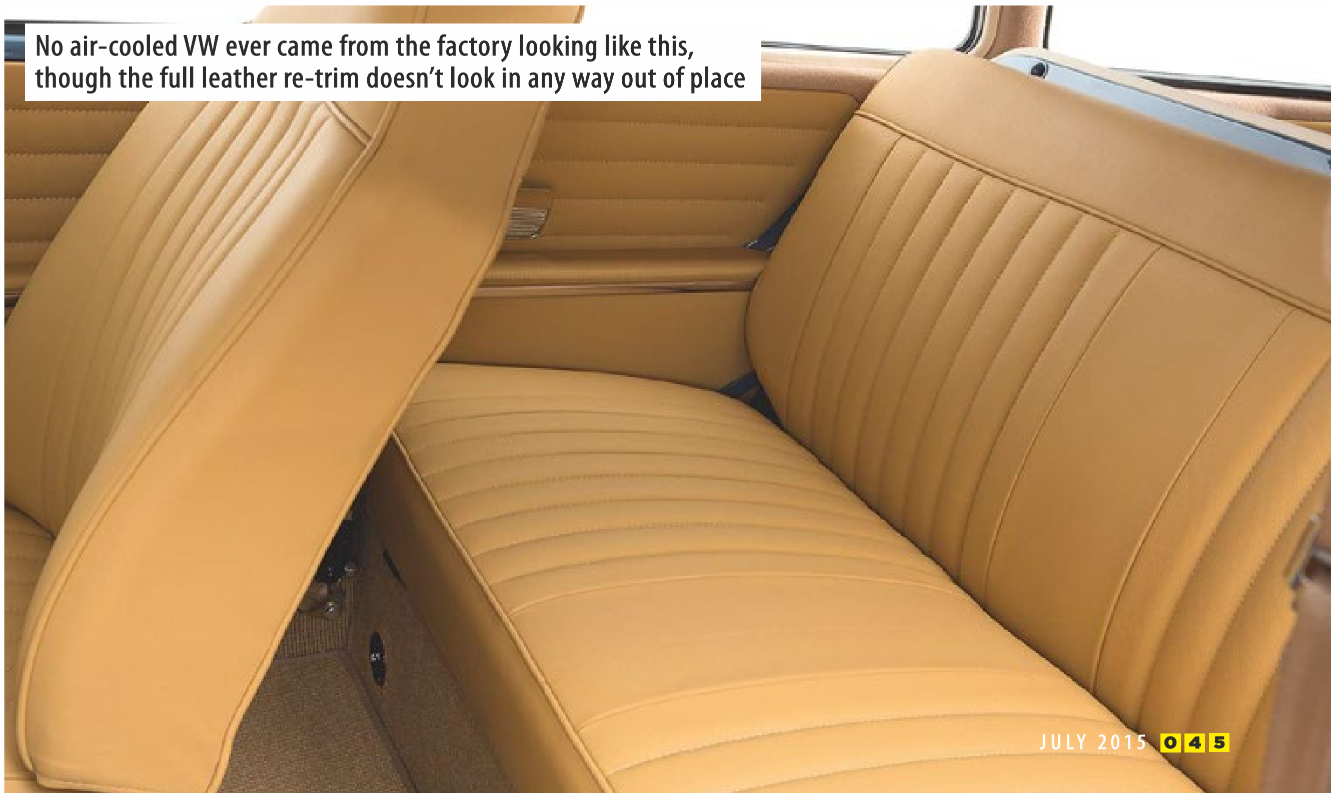


More chrome detailing, wonderful carpets

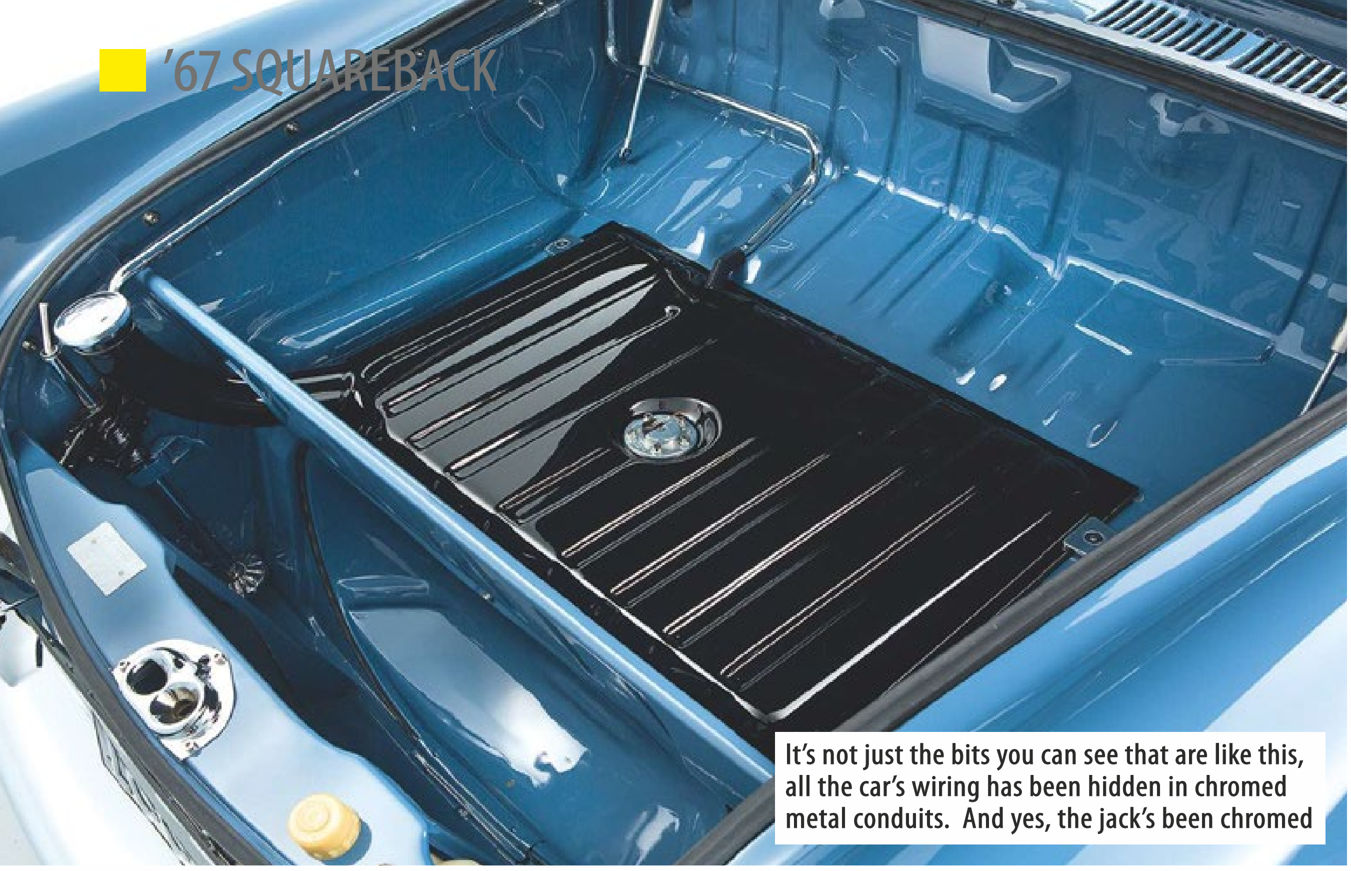
Inertia reel seatbelts are sensible



While there's no doubt Dave will drive this car and use it, we suspect its days as a hauler of garden rubbish, or rusty, oily swapmeet parts are over!



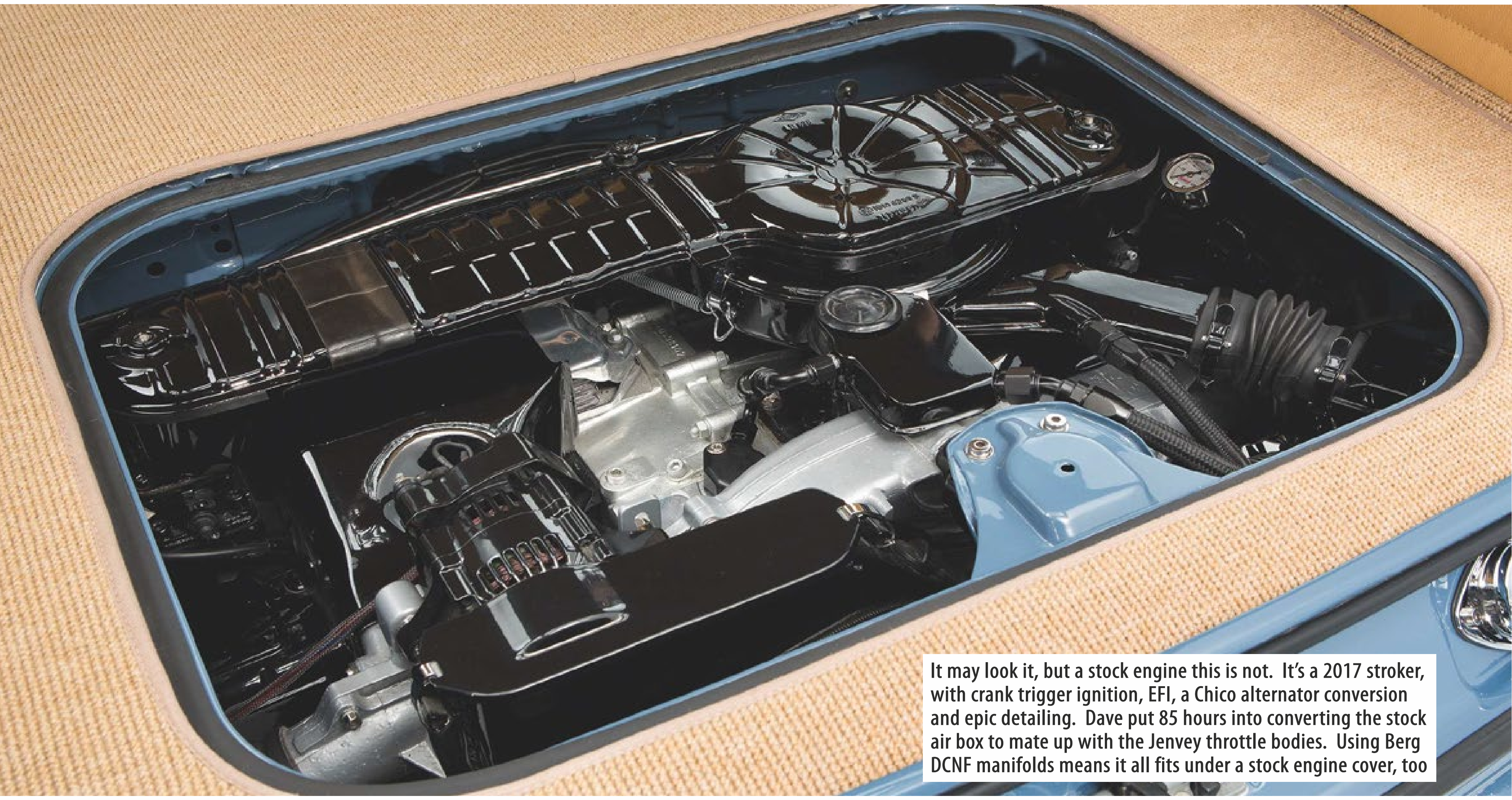
No air-cooled VW ever came from the factory looking like this, though the full leather re-trim doesn't look in any way out of place



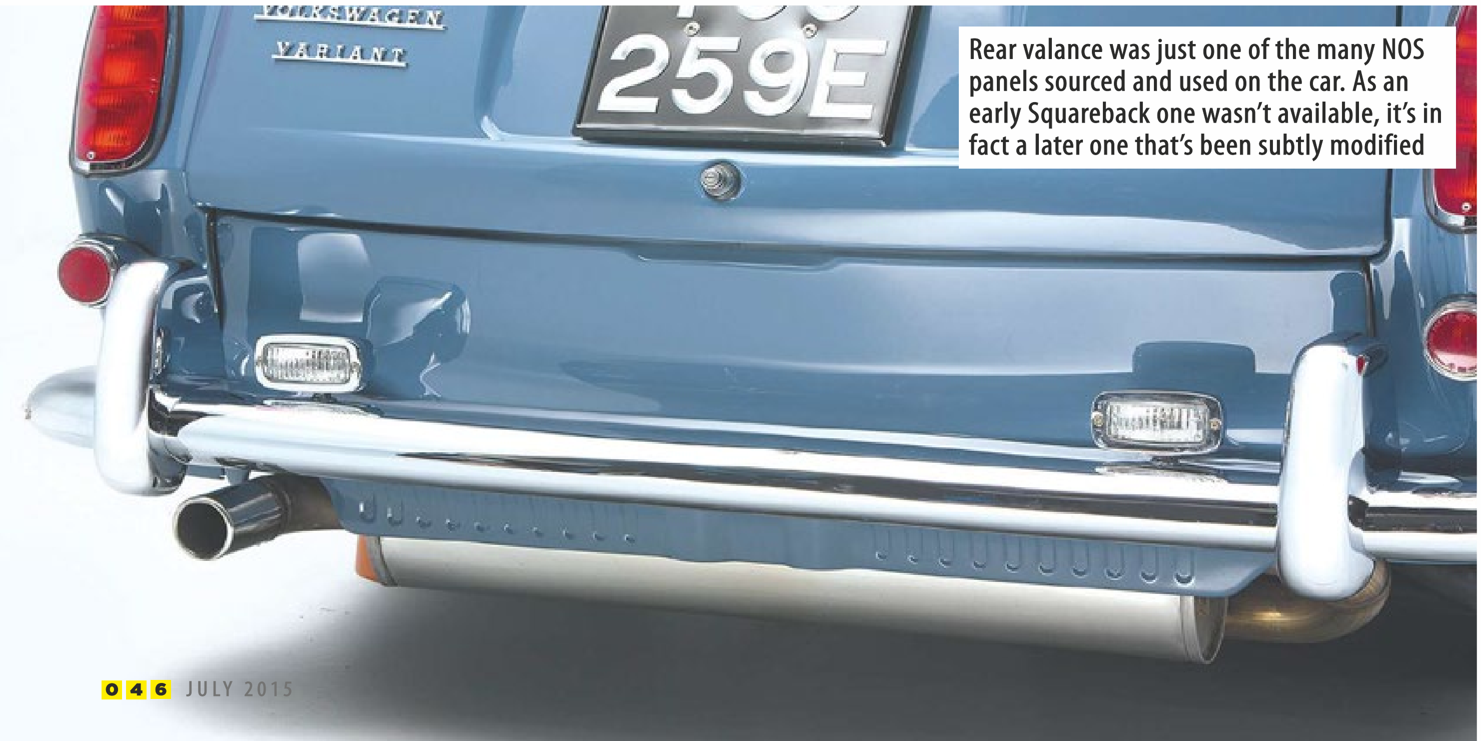
It's not just the bits you can see that are like this, all the car's wiring has been hidden in chromed metal conduits. And yes, the jack's been chromed

Made in Germany, chromed in the USA…

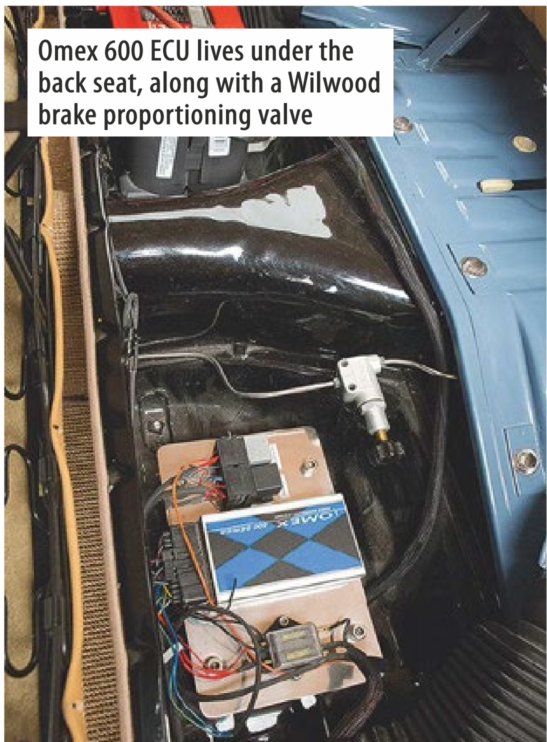
…re-built by mentalists in England. We love it!



It may look it, but a stock engine this is not. It's a 2017 stroker, with crank trigger ignition, EFI, a Chico alternator conversion and epic detailing. Dave put 85 hours into converting the stock air box to mate up with the Jenvey throttle bodies. Using Berg DCNF manifolds means it all fits under a stock engine cover, too



Rear valance was just one of the many NOS panels sourced and used on the car. As an early Squareback one wasn't available, it's in fact a later one that's been subtly modified



Omex 600 ECU lives under the back seat, along with a Wilwood brake proportioning valve

that's about it. Dave freely admits he took on board most, if not all, of the advice Hayden at Panel Kraft offered, particularly when it came to matters of body and paint, and he pretty much left the sumptuous leather interior in the capable hands of Pete and Tim O'Brien at Delux VW Interiors, but he wasn't about to be swayed by talk of a lower ride height, or step back from his obsession with chrome, polish and flawless paint. "The problem is I'm a bit OCD," he laughs, "but Hayden is every bit as bad. He's a perfectionist, and that's why he gets all my cars to do. I'd sooner not do a car than give it to anyone other than him."

Obsessed with shine

That obsession with shine started early on in the project too, David regularly filling his outbound suitcases with car parts rather than clothes and returning with said parts chromed. "Philadelphia was a long way to go for chrome, but it was so much cheaper than having it done here, and super high quality, too." What wasn't chromed was sourced in stainless steel and polished or powder coated gloss black, though much of that was then flatted and sprayed in two pack over the top for as close to a perfect finish as is possible. Hayden: "It was a big learning curve for Dave. We'd done cars for him before, but nothing to this level. He came in saying he wanted it perfect, and I told him he was never going to achieve that, and was better off just going for good all round. And I think we gave him that."

> "Philadelphia was a long way to go for chrome"

But even just to achieve 'good all round' took three years and an eye-watering amount of time, effort and money, and there's still plenty of places where both Dave and Hayden feel this car can be improved. It started with a total strip down of what appeared to be a very nice, solid, un-messed-with Californian import '67, complete with desirable steel sliding sunroof. "Ha, so much for rust-free Cali cars," says Hayden. "I don't think there is such a thing as a rust-free Type 3. You have to go further than just taking the wings off to find out though." Blasting the stripped body showed up some earlier accident damage that had been repaired okay, but not properly. "The driver's side of the car was close to an inch shorter from the a-post back from where it had been hit in the rear. And the front quarters were both bent in from where it had been hit in the front. The first thing we did was unpick all the previous repair work and get the car back to the right length," he continues. Then all the air box structures in the rear inner wings were removed so the inevitable rust behind them could be dealt with. Likewise, the sills were picked apart. Yep, full of rust too, even though they appeared sound from the outside. It was even rusty around the engine lid, inside the car, which proved to be a bitch to sort out. Oh, and both floorpan halves needed replacing, too. "Dave turned up a surprising amount of genuine NOS panels – wings, doors, front and rear valances and various other smaller parts – but a lot of this car had to be made from scratch as you either can't buy the bits or the ones you can buy don't fit." Though Dave didn't do any of the extensive bodywork this car required, once it had been repaired, IRS'd and powder coated / painted at Panel Kraft, he did do all the floorpan build up himself in a lock-up garage near his house, and is well aware of what Hayden and his former employee, Craig Connor, went through to get the car to where it is now: "I thought I'd bought a really solid car, but the car needed three times as much metalwork as we thought. That bit of the project alone stretched from two months to a year." But then this car has had a bit more than just your standard strip, weld, paint. Every single part of it was filled and detailed before priming, then flatted and polished to the same standard as the outside, so should you care to remove the mohair headliner, or the wings, or crane your neck to see inside the bonnet, or peer down into the air vents, the L335 Capri Blau paint has been given the same level of attention everywhere. It's ridiculous, and Dave and Hayden know it, but it's what they wanted. "I've been around cars all my life," continues Dave, "but this is the first car I've

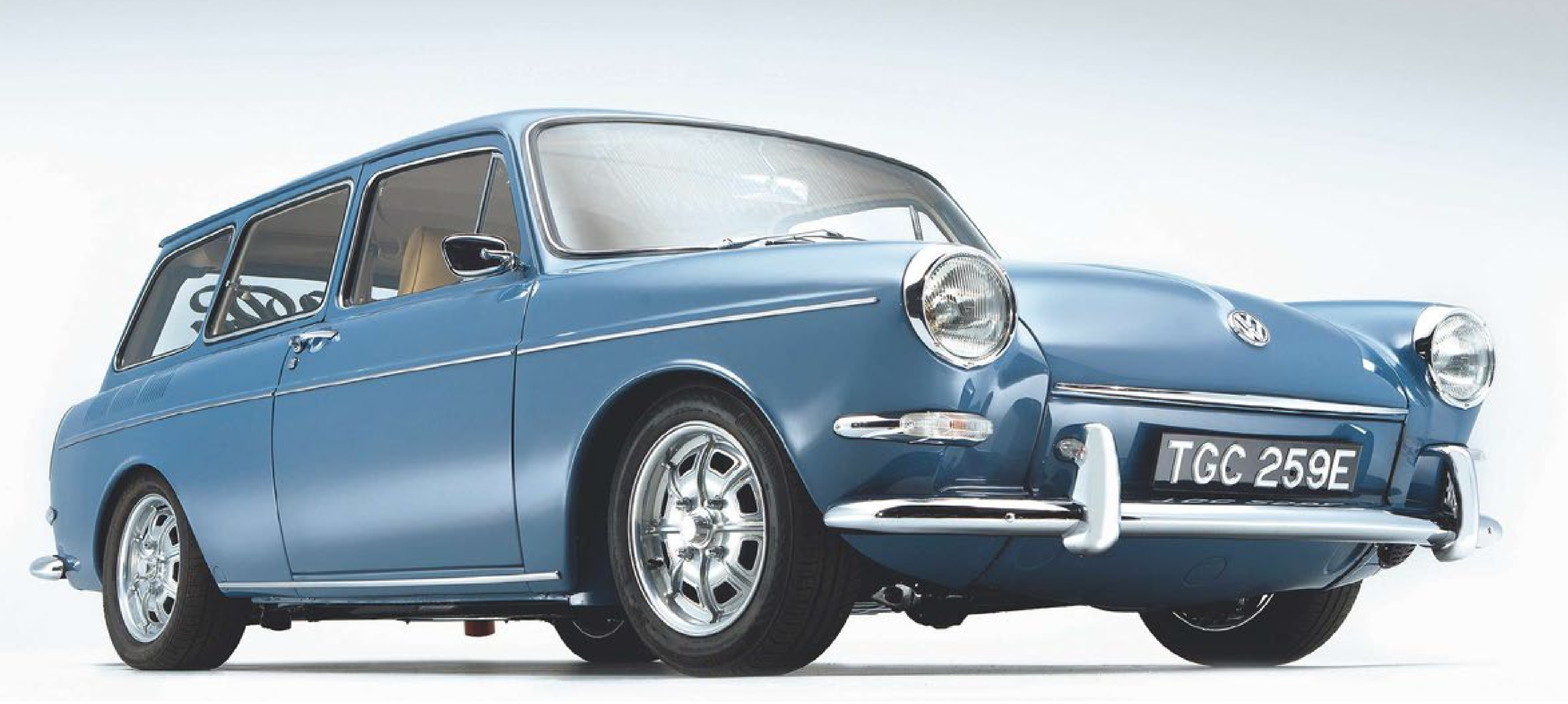
>

TECH INFO

ENGINE: 2017cc 'pancake' motor; CB 78.4mm crank; Mahle 90.5mm pistons; CB 5.4in rods; Web Cams 119 cam; ported and polished (by Stateside Tuning) VW heads; twin 40mm Jenvey ITBs; Gene Berg DCNF manifolds; Omex ECU; CSP Python exhaust; 89bhp at the wheels at 4,600rpm / 115ft.lbs torque

GEARBOX: 1971 IRS Type 3 with h/d torsion bars

Note the four wheel disc brakes Dave made up himself. The rears use VW / Porsche 914 discs, the fronts VW, with radial-mount Wilwood calipers all round on custom mounts. Shocks are Konis all round, painted black



Despite peer pressure, Dave stuck to his guns over the car's ride height. BerT3 dropped spindles and adjustable spring plates bring it down, 165/65 and 195/60s keep it up

really done for me. I didn't want to do a Cal Look, or German Look, so it doesn't follow any particular formula, it's just the car I wanted, with a few things done to make it a bit different. The brakes were a bit of a challenge, but they're nothing very clever, just basic engineering. The crank trigger ignition and fuel injection was more of a headache as no one had really done it on a Type 3 motor before." However, some dogged internet research turned up a fella in the States who could make a trigger wheel to fit the larger Type 3 fan. Omex Technology Systems supplied the standalone ECU and a wiring loom, which David had to extend to fit the Type 3, the twin 40mm DCNF-style throttle bodies came from Jenvey, the coil pack from Ford and the high pressure fuel pump from Weber Alpha. Then it was just down to sourcing the various sensors necessary to make it all work – throttle position, temperature (in this case oil, not water, read in the filler tube), ambient air (read at the inlet path in through the side vents) and oxygen (via the lambda sensor mounted in the CSP Python exhaust). All this progressive thinking is bolted to a pretty standard stroker long block, machined by Stateside Tuning, assembled using parts Dave sourced in the States by Rob Judge at RNJ Motorsport. "It's not a massively powerful car, I just wanted it reliable and to start at the first turn of the key, every time, that was the main reason for doing it. That and the engineering challenge of doing something I hadn't seen done before."

> "I love the fact it kinda looks normal, until you really look"

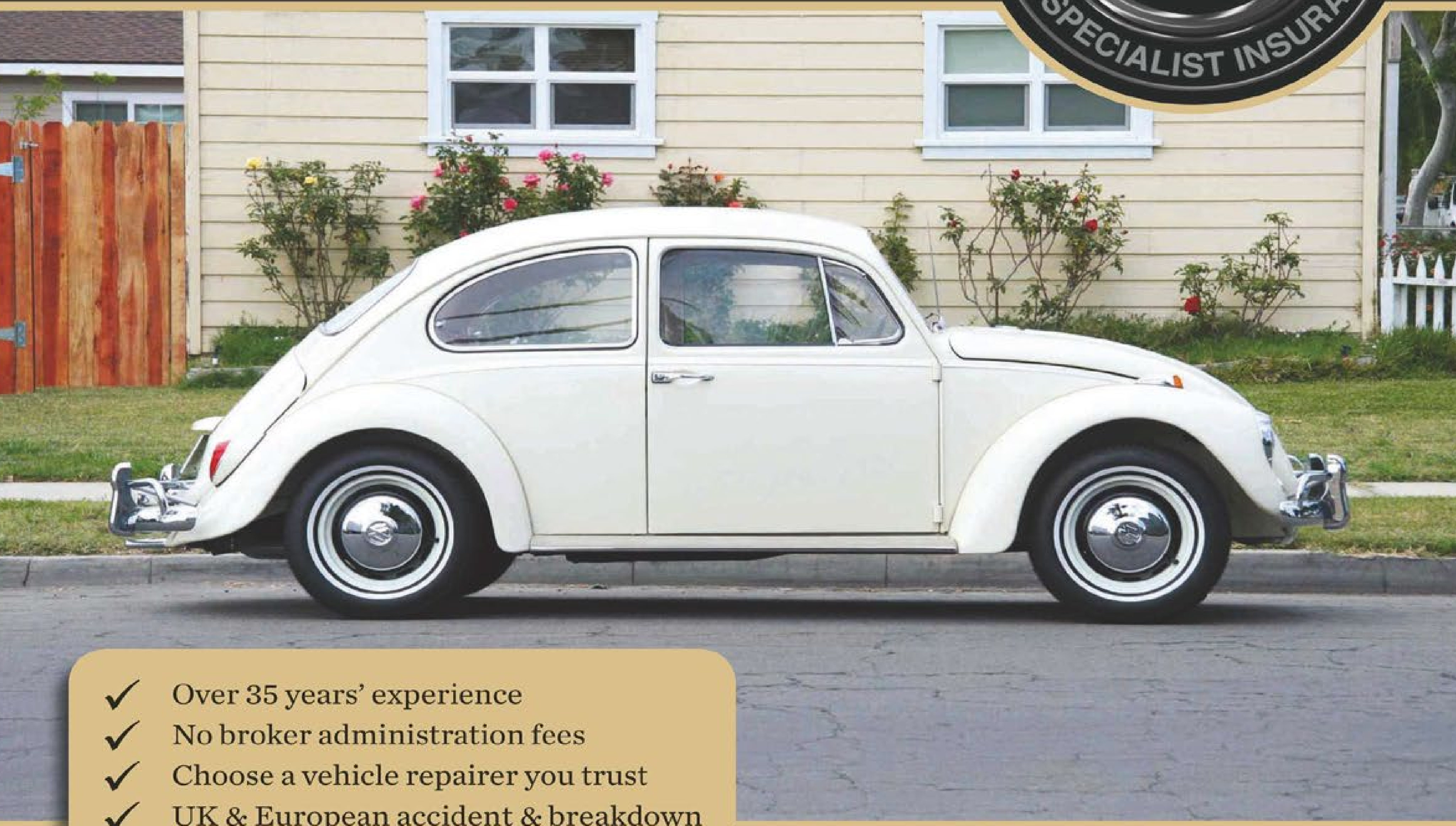
You'll note the car isn't wearing its polished nickel discs here, they were a little gimmick done purely for the show. And boy did the gimmick work…

The right stuff

Though this all presented a few additional headaches, Dave's reply was immediate when asked what the biggest problem was, and that was finding parts. While he's not shy of spending money on the right stuff, what he found was those parts doesn't come along very often. Type 3 parts king, Mario Steinhauser in Germany, was the most reliable source, but BerT3 in Belgium supplied a few bits and, of the major suppliers, ISP West in Carson, CA proved the most helpful. There are still some NOS parts he's looking for – small bits like the rear window trim – and rest assured it will be replaced when he does find that elusive piece, but for now he's happy with what they have achieved, and that trophy was the icing on the cake. "I love the fact it kinda looks normal until you really look. What I like most about it though is the people I've met through building it, and who were involved in the car. That's what it's really all about for me. That and the fact I just love old Volkswagens."

Thanks: Hayden and the team at Panel Kraft, Tim and Pete at Delux VW Interiors, Rob at RNJ Motorsport, Dan Turner at Advanced Motorsport for the dyno tuning, Alex and Bill at ABS Blasting, Mark and Josh at Perfect Coatings, Julian Robinson, my best mate, Brian, for shipping so many parts over for me and most of all my wife, Sara, for her patience.

The $100 note under the lacquer in the inner wing is genuine, and testament to the car's American connections



SPECIALIST VEHICLE INSURANCE

Cherished by you
Insured by us

- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

Call our friendly UK team for a quotation
01277 206 911
www.rhclassicinsurance.co.uk

* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information.

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's Broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. The RH Specialist Insurance schemes are arranged and administered on behalf of Willis Limited by ERS Syndicate Services Limited, an appointed representative of ERS Syndicate Management Limited which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority: Number 204851

Find us on Facebook

Classic Car | Modern Car | Classic Bike | Multi-vehicle | Military

FP0030

VOLK STOCK 1

VW FESTIVAL

10th - 13th July 2015

STONELEIGH PARK
Warwickshire
CV8 2LG

LIVE BANDS INCLUDING

Ferocious Dog
Mordecai
4th St Traffic
Gaz Brookfield
Acoustica
CAUTION HORSES
FUNKE AND THE TWO TONE BABY
The Bram Stokers
Charitable Thieves
GreenManRising
Live DJ Sets
+ MORE!
Boozer McDooze

VW FASTBACK 50th Anniversary Display

TRADERS

SHOWERS

BARS

FUN FAIR

CAMPING

OFF ROAD TRACK

FREE KIDS ACTIVITIES

WIDE VARIETY OF FOOD TRADERS

STAR - SHOW n SHINE JUDGE
Movie, TV Star & VW Fan
Warwick Davis

400+ Flushing Toilets

***KIDS 15 & Under GO FREE**

**Upto 4, 15 years & under Free with a full paying adult

VOLKSTOCK TICKET HOLDERS GET FREE ENTRY TO UPLOAD FESTIVAL
MEET GUESTS FROM TV & FILM, US POLICE CAR DISPLAY
AMERICAN WRESTLING
COMICCON, COSPLAY, DEALERS
MOVIE CHARACTERS,
DISPLAYS, GAMING & LOADS MORE!

UPLOAD FESTIVAL
www.uploadfestival.net

TO BUY TICKETS & INFORMATION VISIT
www.volkstock.co.uk

VOLKSTOCKUK

Find us on Facebook
VOLKSTOCKVWFESTIVAL

Exchange Engines

Built for peace-of-mind. Built to perform. Built to last.

With over 40 years of engine-building experience between them, our team of engineers know their craft very well. They assemble each engine for you as if they were building it for themselves.

ALL PRICES INCLUDE VAT

All assembled by our own craftsmen

TES ENGINES

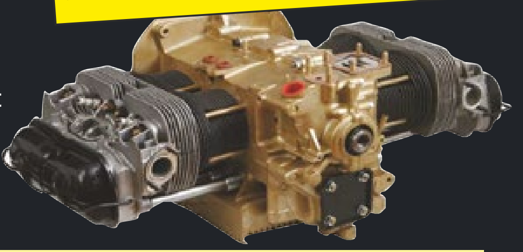
SILVER ENGINE *DIY PRICE: £799*

Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.

GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £949



BIG BORE RED ENGINE *DIY PRICE: £1049*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

GREEN ENGINE *DIY PRICE: £999*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.

BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,149

BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

NEW!

DIY PRICE: £1,599

We can arrange delivery / collection of all engines to / from UK mainland. £40 each way.

BIG BORE THURROCK ENGINES (1776cc/1835cc/1914cc)

Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

1776cc	*DIY PRICE £1,949*
1835cc	*DIY PRICE £1,989*
1914cc	*DIY PRICE £2,039*

1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

DIY PRICE: £899

NEW!

MEXICO ENGINE

New to our range of engines is The Mexico Range. This is an ALL NEW engine assembled with all new components. Every single part supplied in this engine is 100% new and built by The Engine Shop in the UK. Supplied and test run with a distributor fitted and a full written warranty.

NEW!

1600cc *DIY PRICE £2,149*

1641cc *DIY PRICE £2,199*

1776cc *DIY PRICE £2,469*

TRANSPORTER 'CT' T25 1981-on

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

DIY PRICE: £999

TRANSPORTER 1·7 - 2·0 (1972-'83)

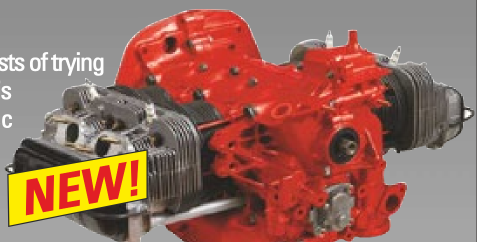
DIY:£1,849

Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

BIG BORE TRANSPORTER 1910cc

In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

DIY PRICE: £2,099



NEW!

BIG BORE TRANSPORTER 2400cc

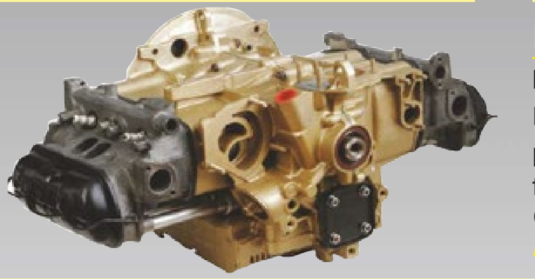
In exchange for your 2000. As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

DIY PRICE: £2,199

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

DIY PRICE: £1,399



BIG BORE WATER-COOLED TRANSPORTER

In exchange for 1900cc. As 1·9 (left) but with 2000cc pistons and liners, and new heads. *DIY: £1,799*

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £1,899

NEW!

All engines and gearboxes guaranteed by The Engine Shop and supplied with a full written warranty.

10 YEARS SEAL OF APPROVAL

EXCHANGE GEARBOXES

Type 1		£639	Type 2 Freeway flyer	£1049
Type 2	up to 1.6	£699	Type 25, 4-speed	£749
Type 4	1.7 to 2.0	£749	Type 25, 5-speed	£999

NEW!

1600 DIESEL T25 TURBO / NON TURBO

All our deisel engines are fitted with NEW cylinder heads. Reground crankshafts with new bearings. Cylinder blocks rebored with new over-size pistons and rings. Fitted with all new oil seals and supplied with gaskets.

DIY PRICE: £1299

CALLERS ARE WELCOME!

Enjoy a coffee in our airy, clean, modern premises. You are also welcome to phone us for free helpful technical advice.

- Machining service available for home rebuilds, etc.
- All single port engines feature recon. cyl. heads.

NOTE: Prices are subject to change without prior notice.

THE ENGINE SHOP

Specialists in Volkswagen and Audi Engines

Unit A2, Darenth Works, Ray Lamb Way, Erith, Kent. DA8 2SP
Telephone: 01322 350022 • Fax: 01322 350032 • Email: info@theengineshop.info
Website:www.theengineshop.info

KENT VW FESTIVAL

£20 per adult, kids under 16 free!

24th – 27th July 2015

metrographen.ch

NEW venue

Headcorn Aerodrome

Headcorn, Ashford, Kent, TN27 9HX

- historic flypasts
- auto jumble
- onsite carvery
- showers
- free camping
- live music
- free kids entertainment
- trade stands
- fun fair
- great variety of foods available
- show'n'shine
- DJ BEZ (from the happy mondays).
- BMX show'n'shine

bugbus.net

facebook kent vw festival

www.kentvwfestival.org.uk

AIRCOOLED VW LIFESTYLE MEGASCENE AIRMIGHTY WWW.AIRMIGHTY.COM

P&O Ferries

Air Monkeys Magazine

HAYBURNER

Supporting the British Heart Foundation

ROTHFINK

VW CLUBS UNITE

VOLKS WORLD

VW Camper &BUS

Paruzzi Classic VW Supplies

More than 60.000 parts for your Classic Volkswagen

To get monthly updates, go to www.paruzzi.com/newsletter and subscribe to our bimonthly e-mail newsletter! Keep up to date with all product announcements for your Classic Volkswagen.

# 71757

Stainless Steel Water Pipes

These stainless steel water pipes fit all water-cooled boxer engines.

# 20695

Split Screen Bus Front Panel

Available in the Paruzzi webstore from now on are these Bus front panels for the early models until July 1967.

# 3436

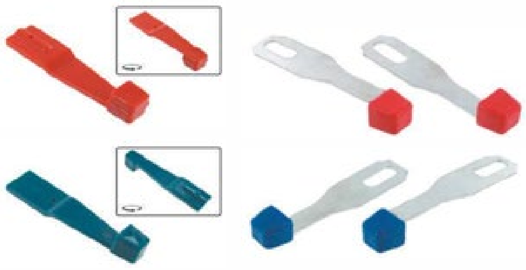
Striker Plate for the Beetle until 1955

The striker plates for the VW Beetle until 1955 were not available up till now, while this is the model that shows most wear on most classic Volkswagens. Now available at Paruzzi.

# 20946

Heater / Ventilation Levers for the Bus

The mounting clips for these levers are also available as part number # 20948.



# 20852

Bay Window Bus Front Panel

Readily available in our webstore are these front panels for the European Bay Window from August 1972 until July 1979 (without bump for the VW logo).

# 7568

Inside Mirror Beetle Convertible

Delivered as a complete unit, with the correct form factor and correct color, including the mounting base and the interior light.

www.VWebMAG.eu

Paruzzi VWebMAG number 04

Our new technical digital publication is available on www.VWebmag.eu in 3 languages (English-Dutch-French).

FREE

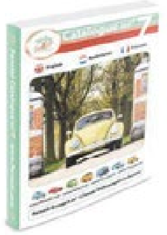
Paruzzi VWebMAGazine
04
Paruzzi WebMAG

# 9350

Paruzzi Catalogus nr°7

Receive our latest Catalogue for free with every purchase of € 50,00 or order it for € 10,00 and receive a € 10.00 voucher. More information on www.paruzzi.com/catalogue.

FREE



# 71272

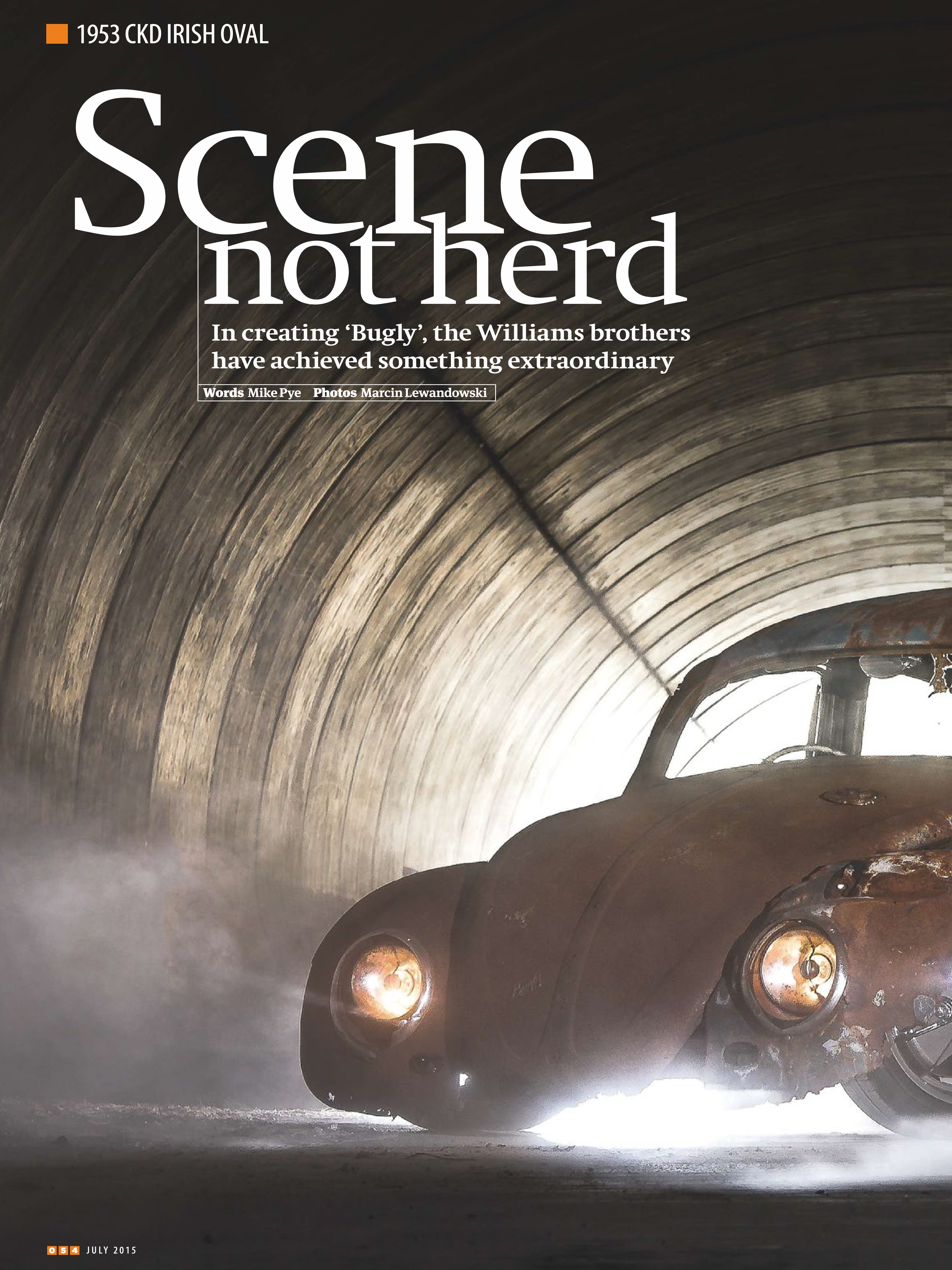
Disc Brake Splash Shields for the T25

Fits the VW Bus of the third generation (T25/T3), the shields are galvanized to protect them against rust. Delivered per piece. Not for the Syncro.

© June 2015 - www.Paruzzi.com

www.Paruzzi.com - www.Paruzzi.nl - www.Paruzzi.fr - www.Paruzzi.be
www.Paruzzi.se - www.Paruzzi.no - www.Paruzzi.fi - www.Paruzzi.pt

Paruzzi: Europe's nr° 1 Classic Volkswagen webstore



Scene not herd

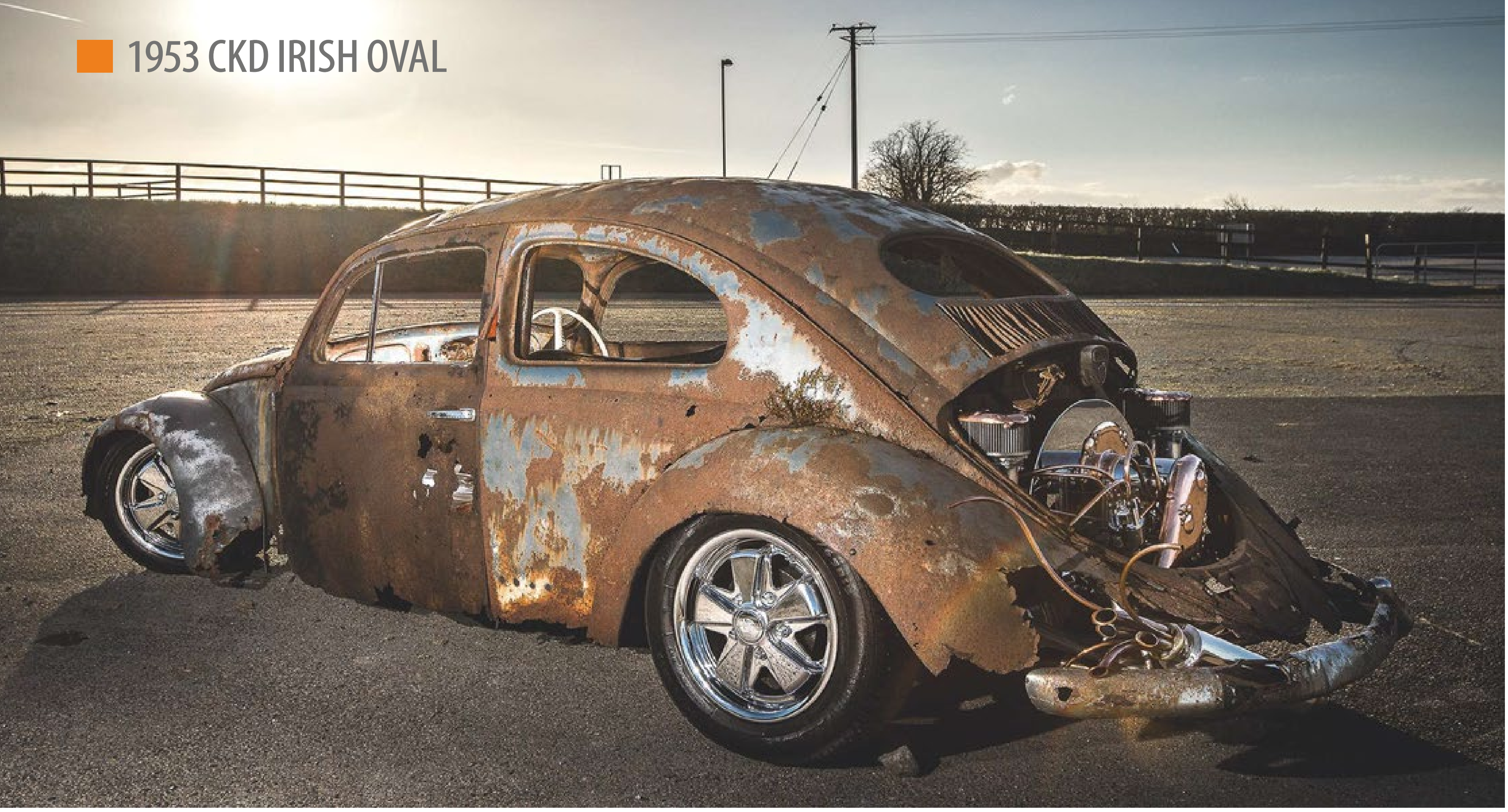
In creating 'Bugly', the Williams brothers have achieved something extraordinary

Words Mike Pye **Photos** Marcin Lewandowski

As I replaced the handset, I idly looked down at the display in front of me and noted it said 53 minutes. In that time, while I'll happily admit there were times when the dulcet, lilting tones of Irishman Glenn Williams' voice escaped me, we had covered vast swathes of automotive culture, from the UK VW scene of the early '90s through the current 'rat' phenomenon to French coachbuilders via high end Ridler Award-winning hot rods and custom cars, with deviations into custom motorcycles, sculpture, steam punk and The *VolksWorld* Show along the way. I came away from the conversation feeling drained, inspired and elated, in equal measure. I've made no secret in the past of the fact I love this car, choosing it as my car of the show from last year's *VolksWorld* Show, so I was keen to dig deeper into what this car is really all about. Pushed to define it, Glenn was succinct: "It's just a rat look with a whole load of art going on." I like that because it's more as a piece of art I see this than a car. I don't want to own it, and I don't much fancy driving it, but I am in awe of the creativity displayed in its construction.

There's no doubt Glenn and Colin Williams are a breed apart, a couple of diehard VW fans whose spheres of influence are so much broader than just the world of VWs, and that's perhaps why they are among the rarefied few these days who can turn out genuinely innovative and unique VWs. Their first Beetle, built in the mid-'90s (and featured in *VolksWorld* September 1995) was packed with unique custom modifications, even at a time when people weren't afraid to wildly modify their cars. Their next one, our cover car in Summer 2010, went down a very different route, with a far simpler exterior treatment, but an interior hewn out of polished mahogany, accented with brass. It defied explanation, or pigeon holing, which was the whole idea. Some called it steam punk, but that's not how the Williams saw it. To them, it was just an exercise in doing something different. "When you go down that route, there's so much room for error, and it's so easy to go wrong. You have to re-visit a lot of ideas when you're trying to create something unique," Glenn explains. "We went down a few blind alleys with this one, but then you hit upon something that works and it kind of leads you.

"We're into all sorts of things, so we really can't build cars that are just a variation on what's already been done. What's the point in that?" As such, Glenn strongly disagrees with those that say everything that can be done to a Beetle has already been done: "You could fill a hall with stuff that hasn't been built yet, though I don't foresee it happening any time soon."



Car's ride height comes about thanks to a channelled body over a 5-inch narrowed beam, front air shocks, notched rear spring plates and Gaz coilovers on the rear

So having started to hone their own peculiar style on the previous Split Window Beetle, they had to go a step further with this one. "We started this car a long time ago, but you need a break every now and then, to forget about the pain. We actually found a very, very bad pre-A 356 over here, which would have been perfect, but we felt it wasn't recognisable enough. Everyone has had, or knows someone who has had, a Beetle, so however bad they are they're still instantly recognisable. That was important."

The other key theme was authenticity. There was to be no fake patina and no spurious claims as to a car's history. This one wears its heart on its sleeve, or what's left of its sleeve at any rate. The '53 vintage body was dug out of a bramble patch in a field. It was a known car, belonging to another enthusiastic Irish VW fettler, Martin Murray of Eirespares, and was already art when they got it, just field art. Martin threw in a '63 vintage nearside front wing too as one of the originals was missing. "It was mangled, with a bit of the quarter panel still attached and the squashed remains of a peanut indicator on top – perfect," recalls Glenn with a smile.

"This one wears its heart on its sleeve, or what's left of its sleeve at any rate"

Level of decay

"One issue which arose early on was finding suitable doors as they were missing from the 'shell," Glenn continues. "The problem wasn't so much finding some, but communicating the level of decay required." They struck gold – rusty gold – when a local farmer spotted the liberated Beetle 'shell at the brothers' workshop and asked if he could buy it to weigh in for scrap. In the course of the conversation, it transpired he had some Beetle parts of his own, including a "perfect door, stored in my barn for years." The boys' ears pricked up and they were delighted to find when it was hauled down from the rafters that years of birds defecating on it had corroded a hole right through it. The fact it also happened to be a '53 CKD door made it all the more serendipitous. "That's the beauty of doing something like this. Every avenue you go down just leads to another adventure."

The final piece of the body jigsaw came in the form of the decaying remains of a '62 Beetle. "The car was so rotten the driver's door had fallen away from the body and just lay rotting on the ground next to it. We used what was left of the outer skin and bonded it to the inner frame of a later door," explains Glenn, clearly pleased with their ingenuity and resourcefulness.

TECH INFO

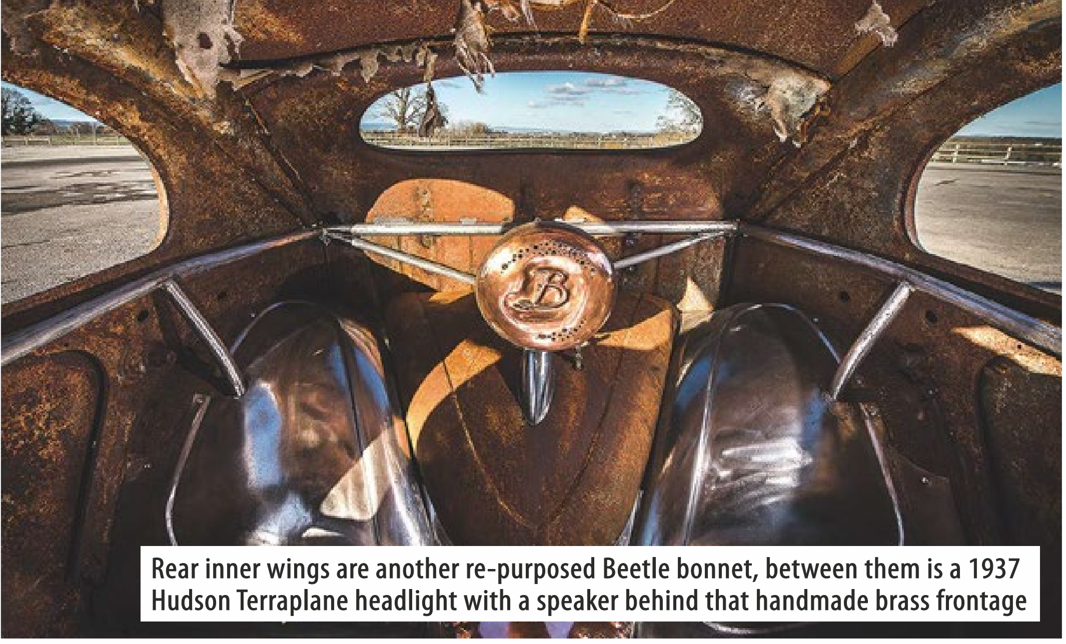
BODY: 1953 CKD Irish Oval, channelled, front end raised, unrestored...
ENGINE: 2.2-litre Sauer& Sohn Autocross motor; 82mm SPG roller crank; 92mm DDS / NPR barrels and pistons; modified VW heads with 40 / 35.5mm valves; 1.4:1 rockers; dual Solex 40 P11 Porsche carbs; handmade brass detailing
INTERIOR: Er, quite...
WHEELS AND TYRES: 4.5 and 5.5J chromed MWS Foosh; 135/70 and 185/65 tyres

Built to drive

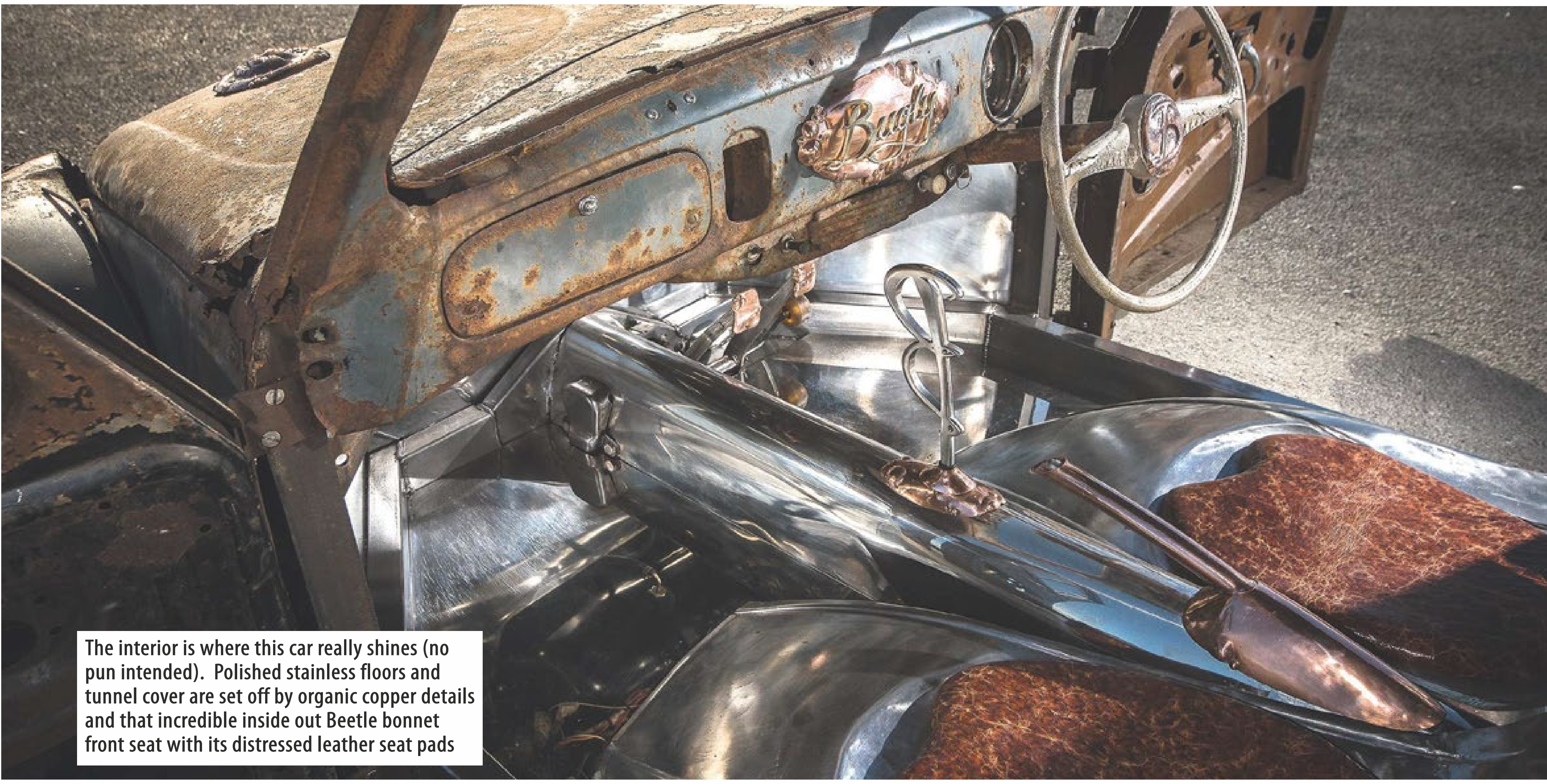
While some other similar 'patchwork' cars have turned up at European shows in the last couple of years, held together with wood, string and luck, the other key element of this project was the end product had to be driveable. That's right, driveable, though the brothers admit Irish motoring law offers a little more, shall we say, slack than here on the mainland. As such, the partially reconstructed body sits channelled over a later floorpan, with a scratch built box section perimeter frame that ties into a roll hoop at the b-posts and an under-dash hoop. The area of the body ahead of the a-posts has been raised 2½ inches, and the door bottoms / lower hinge area to match to give some extra ground clearance. What's left of the other bolt-on panels are held in place with a network of heated, bent and welded steel tubes – "lest any of the patina fall off," laughs Glenn.

Like their previous creation, though, all this work pales into insignificance when you reach the interior. Where previously wood was the dominant medium, this one sticks with metal, but a triumvirate of contrasting finishes and textures. There's smooth, shiny new stainless steel, rough patinated old steel and that glorious polished copper throughout. "Thanks mum, we've just about used up that old copper water cylinder now!"

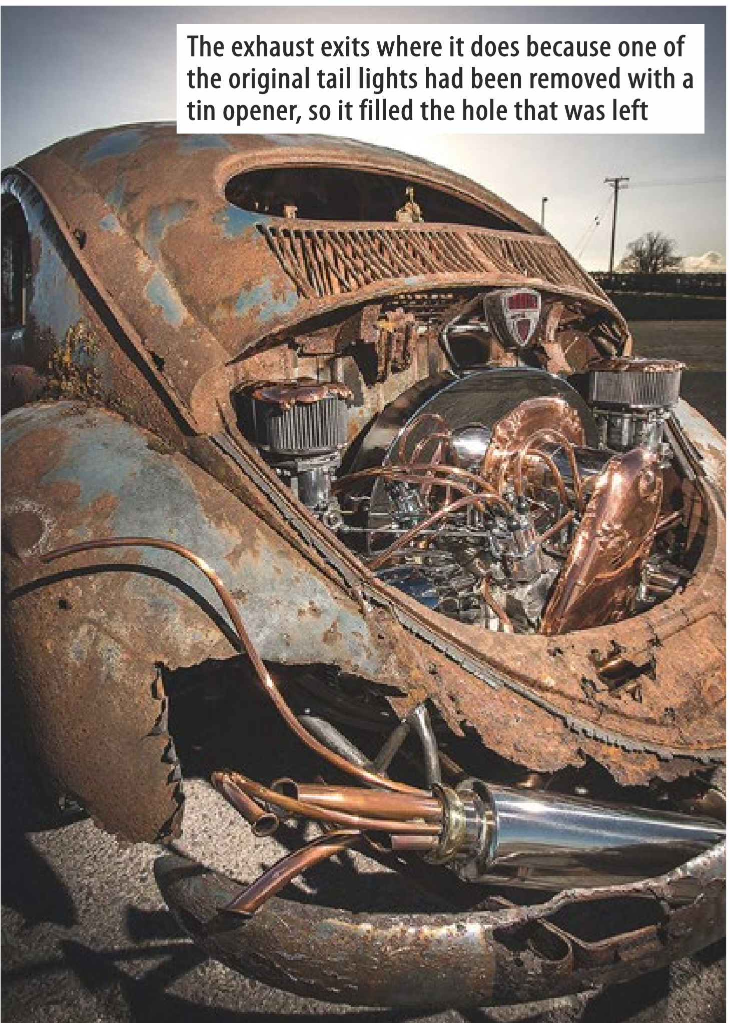
>

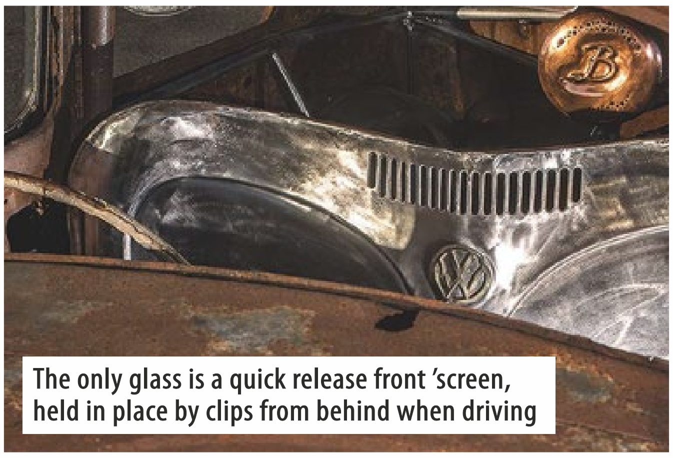

Rear inner wings are another re-purposed Beetle bonnet, between them is a 1937 Hudson Terraplane headlight with a speaker behind that handmade brass frontage

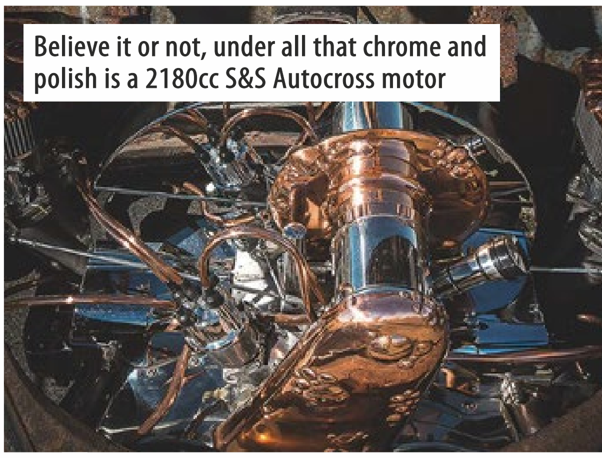
Are you sitting comfortably? Now imagine driving this 300 miles to a show. Love the skeleton speedo, with its copper and brass details

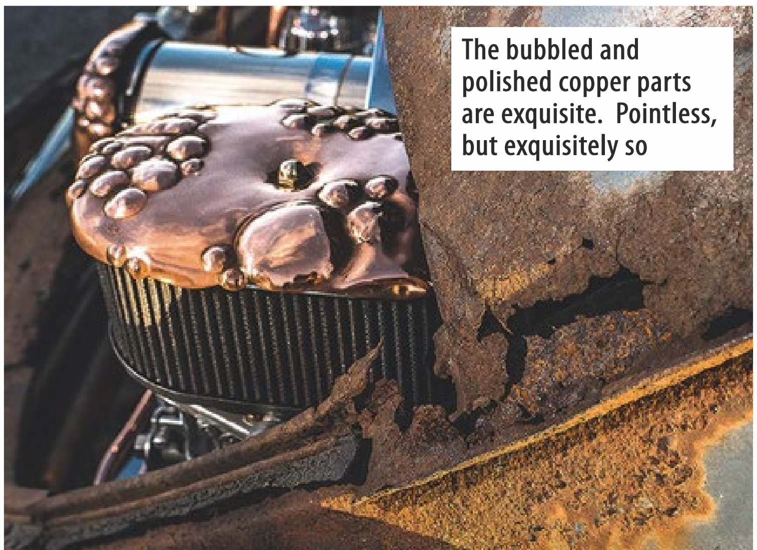


The interior is where this car really shines (no pun intended). Polished stainless floors and tunnel cover are set off by organic copper details and that incredible inside out Beetle bonnet front seat with its distressed leather seat pads

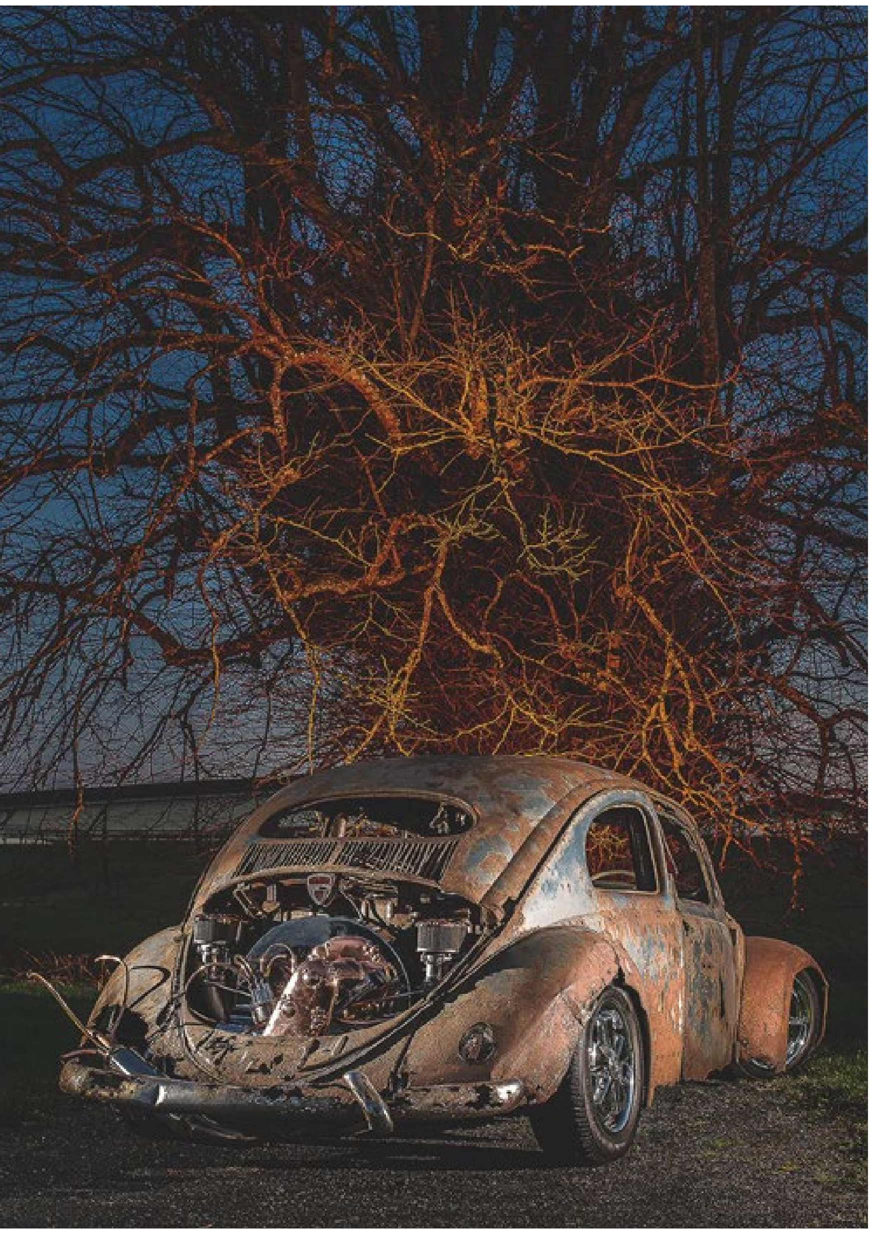

The exhaust exits where it does because one of the original tail lights had been removed with a tin opener, so it filled the hole that was left


The only glass is a quick release front 'screen, held in place by clips from behind when driving


Believe it or not, under all that chrome and polish is a 2180cc S&S Autocross motor


The bubbled and polished copper parts are exquisite. Pointless, but exquisitely so

The wheels are predictable, but that was all part of the master plan



Finding suitable parts to 'complete' the body was one of the hardest parts of this project. That rear bumper was dug up, literally

VW ARCHAEOLOGY

The 1953 CKD Oval that became Bugly was a 'known' car, but no one in their right mind had ever thought to try and rescue it, let alone restore it...

The body was in two pieces, with most of the bolt-on parts having been pirated over the years. Surprisingly, the steering wheel was still there

Somewhere under all that vegetation is the original floorpan, although it was way too far gone to ever live again. The headliner was saved though...

And this is the '62 that yielded a 'suitable' outer door skin, a rear bumper and a single overrider. Yep, this one was even worse than the Oval

It's pointless to try and describe it all here, so take some time to soak up the details in the pictures. Gaudi, Dali, see in it who you will – what you won't see is another VW like it at any show you go to. For my money, the front 'bench' seat, effectively made by turning a 1302 Beetle bonnet inside out, is the *tour de force*, but my personal favourite bit is the bubbled copper parts in the engine bay, hand hammered from flat sheet into a series of organic forms. Never has a set of shite-ola chromed tinware looked as good as it does forming the backdrop to this exquisite workmanship. What's even more decadent is the engine underneath all this is a genuine Sauer & Sohn 2.2-litre Autocross motor, thought to date to the mid-'70s.

"A triumvirate of contrasting finishes and textures"

It's organic, man

If you talk with the boys about this car, they'll tell you it was the treatment of the engine that decided the path of much of the rest of the car: "The idea of nothing, only very shiny copper / chrome / brass led to the rusty / shiny inside, with all the 'art' organically shaped to complement the body decay."

As the car was always destined to be a driver, the rest of the running gear is new – from the brakes, through the five-inch narrowed beam (with cross steering to eliminate bump steer and toe in variation) to the and wheels and tyres. Ah yes, the wheels. For my money, they're the one bit that is wrong on this car, but Glenn is adamant: "We tried a few other ideas, including handmade copper centre caps, and I suppose if we had unlimited time and resources we could have brass or copper powder coated them, but I think the fully chromed wheels work with the shininess of the inside and the engine." There's a little bit more to it than just that though, as Glenn adds with a glint in his eye: "And they're a bit of a piss take too, there's a certain appeal in having 'scene' wheels on an un-scene car."

Whatever you think of this car, whatever you choose to call it, it's done something that only a handful of few VWs before have ever done. Like it or loathe it, applaud it or abhor it, one thing's for sure, if your heart is still pumping blood through your veins, you will have an opinion on it. Which means, like good art, or architecture, or sculpture, it has caused a reaction. Which, in turn, means the Williams brothers have once again succeeded, and for that I have nothing but admiration.

Thanks: Mum for the copper tank, Martin Murray at Eirespares for the 'shell and body parts, Paddy and Terry Brennan for the engine, Dave Wheatley at Bugbitz for the engine rebuild, Ben Lawrence for the carbs, Trev Brady for the bonnet (for the seat).

Danbury
MotorCaravans

A little piece of 1969
and quite a lot of pieces from **2014**

Brand New VW T2 Campers from £33,849

Our VW T2 Campervans are brand spanking new. Not refurbished, not reconditioned - these babies are factory fresh new. They're made by VW, and lovingly converted by us to your exacting specification. Our full range of options now includes LPG conversions, power steering and surround sound TV/DVD players. In fact, designing your own campervan will be just as much fun as driving it. Well... almost! For more information on our exclusive range of custom built new VW T2s, go to DanburyMotorcaravans.com or call us today to arrange a visit to our Bristol showroom.

www.DanburyMotorcaravans.com Tel: 01454 310000

Production ending soon! Limited vehicles available - Call now!

QSC ISO 9001 REGISTERED COMPANY

BUY WITH CONFIDENCE: WE ARE TRADING STANDARDS APPROVED

FOLLOW THE LATEST NEWS AND EVENTS ON OUR FACEBOOK PAGE: **danburymotorcaravans**

Showroom visits by appointment Mon to Fri 9am-5pm and Saturdays 9am-1pm. All prices include on the road costs. Finance subject to status. 1 - 10 year term available. 6.35% fixed flat rate. Vehicles shown with various cost options. Danbury Motorcaravans, Armstrong Way, Yate, Bristol BS37 5NG

BROMSGROVE AUTO TRIMMERS

Welcome to Bromsgrove Auto Trimmers, specialist in Volkswagen interior trimming. From headlinings, seats, door cards, beds, carpets, we cover it all.

In our fully equipped workshop where all vehicles are fully insured and locked up, you will find a large range of fabrics to choose from, always having work in progress for you to see just what we can do.

Our website has a multitude of pictures of our work and is updated weekly. You can check out our customers rides and our own vehicle projects, so you know that we know what it is to own a VW and restore it. VW's are not only our job, but also our hobby.

We are very proud that many of our customer vehicles have been showcased in VW magazines, and award winners at shows

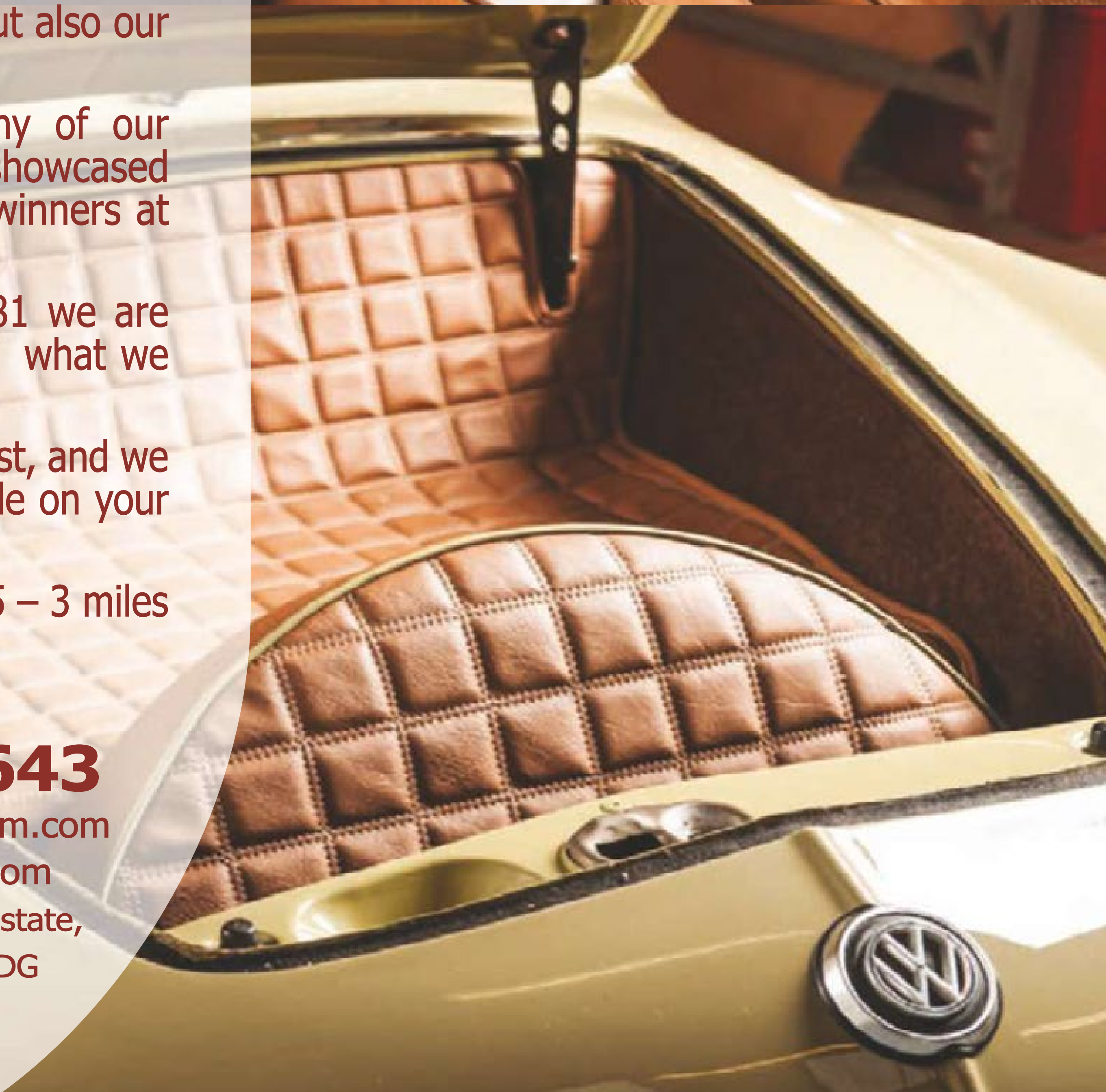
Trimming with pride since 1981 we are professional, and competent in what we do.

Customer service is top of our list, and we will take time to help you decide on your interior design.

Only 3 miles from junction 5 M5 – 3 miles from junction 1 M42

Tel 01527 576643

Email: info@bromsgroveautotrim.com
www.bromsgroveautotrim.com
Unit 9, Sanders Road Industrial Estate,
Bromsgrove, Worcester B61 7DG



Cherished Vehicle Insurance

Classic VW Insurance

for your pride and joy

- Club member **discounts** available.**
- **Multi-vehicle** and **limited mileage** policies.
- **Free** DNA+ protection kit with each policy.
- Simple and **free** agreed value service.
- All **modifications** considered.*

**Subject to minimum premium and normal underwriting criteria. *Except Nitrous Oxide. Terms and conditions may apply. Please ask for details

0333 003 8162

www.cherishedvehicleinsurance.co.uk

Calls to 0333 numbers are charged at 'normal' rates from landlines. They are also normally included in call allowances on mobiles.

Cherished Vehicle Insurance is a trading name of Canopius UK Specialty Limited who are authorised and regulated by the Financial Conduct Authority. Registered in England No. 00743268, Registered Office: 1st Floor, 1 Kings Court Business Park, Charles Hastings Way, Worcester, WR5 1JR CVI 087 03/15

There was only one place to be on March 28-29 if you wanted to see the world's best air-cooled VWs – Sandown Park Racecourse, Esher, of course

Eric Van Dooren's '67 Hi-Top runs a custom S042 interior and is scooted along by a 2.4-litre motor

The VolksWorld Show

The big one, our show, and the chance to see the world's best VWs all under one roof

Words James Peene **Photos** Dan Pullen

The *VolksWorld* Show is like Christmas. You look forward to it all year round and then just like that, poof, it's been and gone and you're left wondering who brought what and where all that effort went. Having spent so long planning the minutiae of this year's show, it was brilliant to see it all come together over the course of the weekend. As a civillian, you'll have no idea how many people invest their time, effort and money into staging this annual VW extravaganza, but it always feels like everyone pulls together to make it what it is, and all are determined to have a truly fantastic time when they're there.

And, I have to say, having been involved in the planning of nine *VolksWorld* Shows now (blimey!) this was by far the easiest and most relaxed one to date. That's certainly the feeling of everyone I've spoken to, and the feedback thus far has been universally positive. But then why the heck wouldn't it be? No one could take issue with the quality of show cars on display. The bar is raised every year, and judging / awarding trophies becomes harder and harder. Only the top 20 cars are awarded a trophy, and then there's Best Of Show, which came down to three cars this year that you couldn't separate with a cigarette paper. But someone had to win, and that someone owned a blue ragtop Beetle, the '58 Cal Looker of Neil Ellis. A fabulous piece of work.

Hard as it is to imagine, the show is about more than the cars inside the main halls. There's oodles to immerse yourself in ouside, be it the club displays on the Grandstand Apron, the Cool Flo entertainment area on the Red Brick Road or the *VWt* Cool Water area up on the Summer Lawn. And that's still only cars. My favourite part of the show, and the area I try to head to first thing on the Saturday morning, is the Karmann Konnection swapmeet. There's always a ton of cool stuff on offer, and I love a good trawl through, while catching up with everyone.

If you've not been to *VolksWorld*, then you're really missing out, because there's too much to wax lyrical about here. All I will say, is a big thank you to everyone who visited, built a car or sponsored us. ■

SPONSORED BY

vwheritage

CAROLE NASH The care it deserves

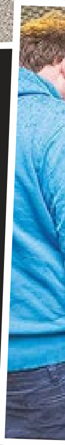
Cool Flo Lifestyle Clothing Co

CAMPERVANTASTIC www.campervantastic.com

Meguiar's

Des Ward imported the Mendeoval from the States, brought it to Sandown and took home a Top 20 trophy for his efforts

TOP 20 WINNER



T2D won the VW Heritage engine auction. Nice one
FREE HOODIE
HOODIE WORTH £34.99
vwheritage

Ian Harris' freshly finished '67 21-window Samba

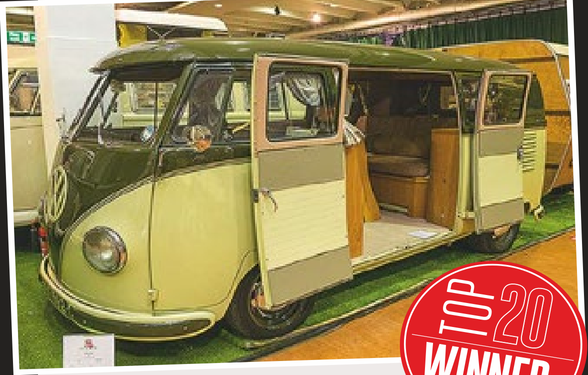
Check the stripe on that. Something caught this chap's eye

TOP 20 WINNER

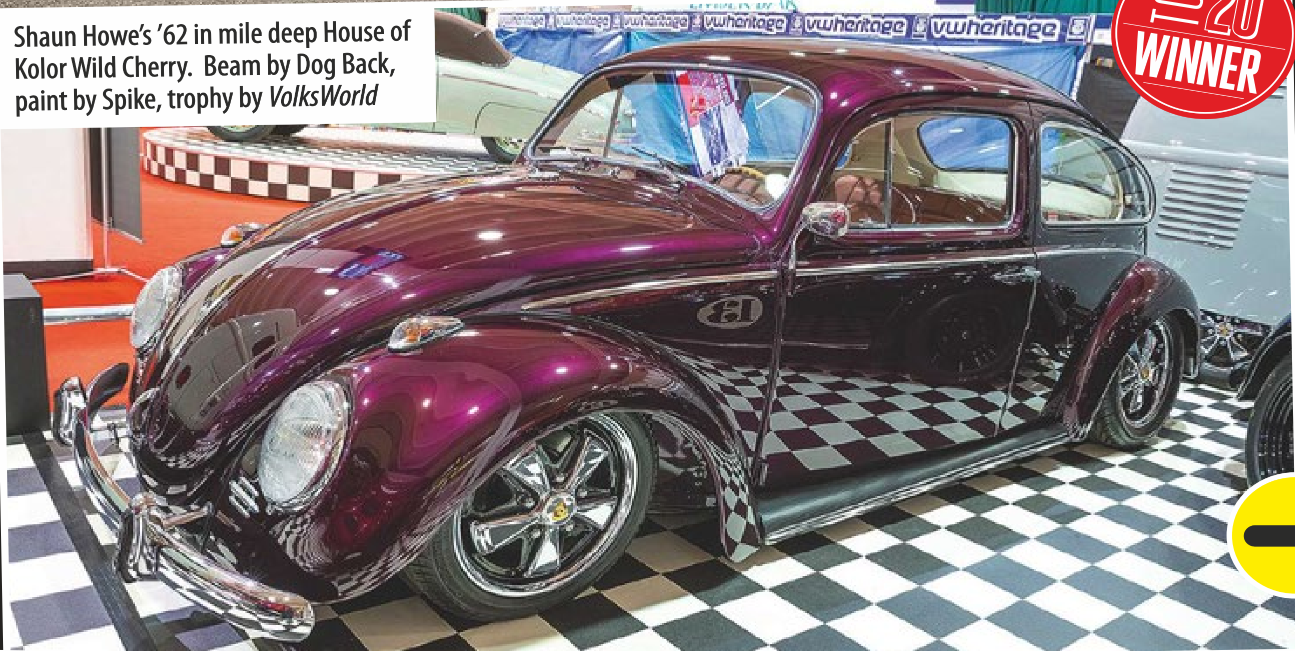
Chris Allen's bonkers DIY Volks rail was a real piece of work

Even Pat and Tina respond to a bit of love, but what exactly is this gent polishing?

MIKE'S CAR OF THE SHOW



Not the obvious choice perhaps for someone not into Buses, but there's a lot more to Carlo Norris' '57 Devon than meets the eye. The 911 / 912 steels caught my attention last year, but I was both pleased and impressed to see they're more than just a pretty face – behind them are servo-assisted 944 discs with Wilwood calipers, IFS, IRS, a Porsche 5-speed 'box and a 2.4-litre, fuel-injected, ECU-controlled Type 4. Better than all that, Carlo uses this for exactly what is was designed for – camping. How cool?



Shaun Howe's '62 in mile deep House of Kolor Wild Cherry. Beam by Dog Back, paint by Spike, trophy by *VolksWorld*

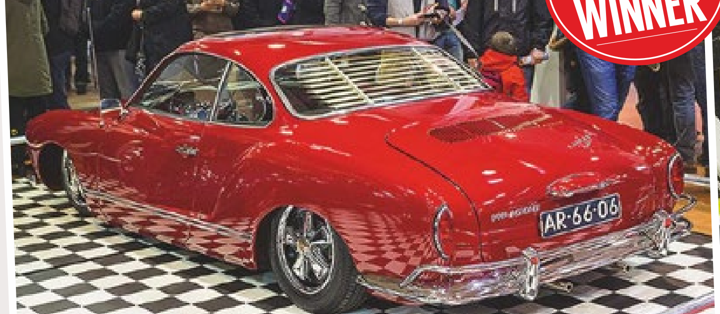
Bargain hunters in the Karmann Konnection swap meet

Francis Woodcock's Double Door Sundial conversion had all the toys

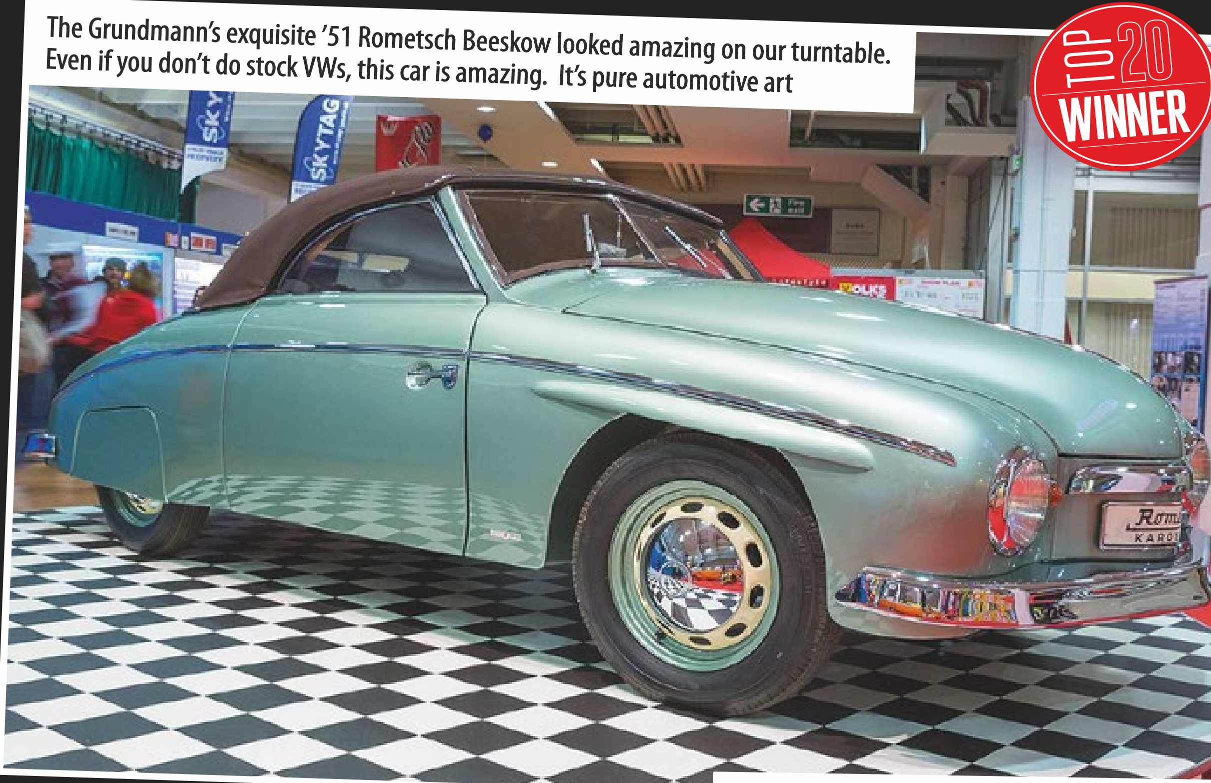
The only time it's cool to see smoke from a Bug rear end

JAMES' CAR OF THE SHOW

A bit of an obvious choice for me perhaps, seeing as it's a Ruby Red car with a Golde sunroof and detailed Fuchs, but Joep van Cranenbroek's lovely Ghia ticked all the boxes for me and was undoutedly the car I would have taken home, if he'd let me. I've said it before, but the Ghia is the bargain of the VW world. The price of Ghias doesn't stack up when you think how lovely a coachbuilt car like this is, and how cool one can look when simply slammed on a set of rims. I absolutely love this car.



The Grundmann's exquisite '51 Rometsch Beeskow looked amazing on our turntable. Even if you don't do stock VWs, this car is amazing. It's pure automotive art

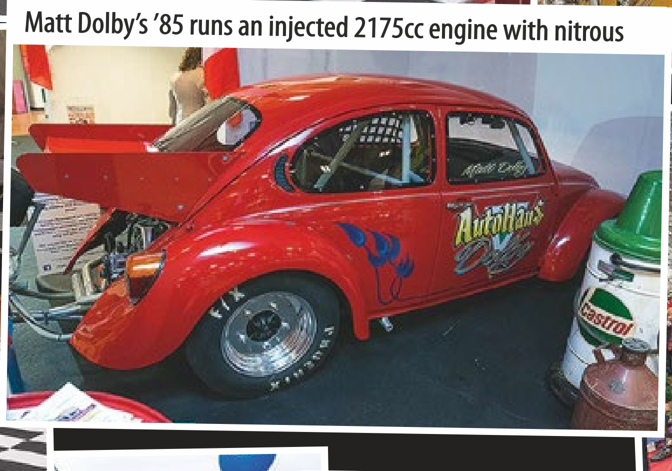


Steven Trebble-Smith's one-off Tiki Pick-up. Nicely done

vwheritage

Dance like no one is looking. You go girl!

Matt Dolby's '85 runs an injected 2175cc engine with nitrous

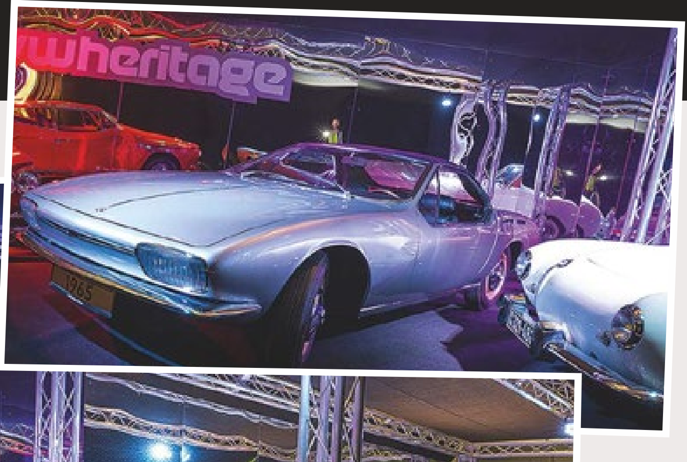


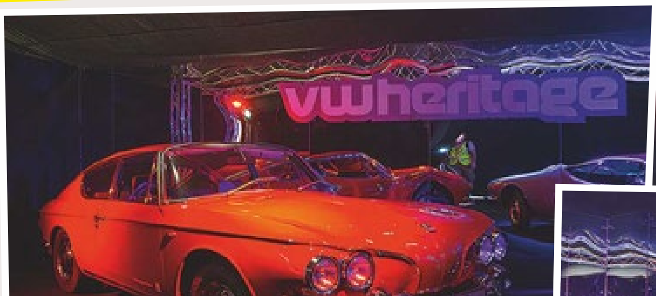
There must be a joke here about one eyed willies, but we can't think of it!

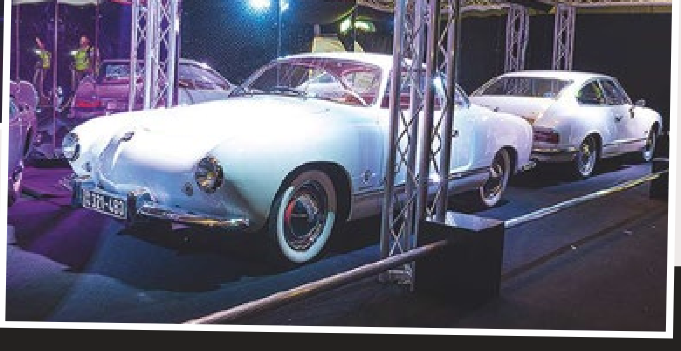
We love Max Edward's '78. It's a Last Edition Beetle, but has been re-done to his tastes

60 YEARS OF KARMANN GHIA

We celebrated 60 years of the Ghia in style, didn't we? Elvis only visited the UK once in his lifetime, and that's as often as these three super-rare cars from the Karmann Museum in Osnabrück will be here. We couldn't have done it without the help of the lovely people at VW Heritage and, having created a special area / huge dark shed to show them off in, we know they went down a storm with every Karmann Ghia fancier. We should also say a special thank you to Mark Poulton for completing the line up by bringing the only Brazilian Karmann Ghia TC currently in the UK. Thank you one and all, we couldn't have done it without you







^ Clockwise from above: prototype '65 Type 34 1600 TC, Giugiaro design study from 1962 and the original Ghia coupé prototype from 1953. Swoon!

JON'S CAR OF THE SHOW

Having been glued to Type 2 Detectives' multiple social media outlets on the lead up to the Members' Meeting at Goodwood, I was very excited to get up close and perv over Drew Pritchard's Bug. It's a nicely built car with all the safety equipment required to take part in track days, sporting a fruity 1380cc engine, equipped with 48IDAs, built by Ian Clarke at Wolfsburg Performance Services, who's also done some clever trickery to the suspension so it handles on the track.

Crazy cut-away pre-war Beetle came from The Autostadt

Thanks to Seaside Neil for signwriting our Top 20 Awards. B- for his spelling though!

TOP 20 WINNER

John Hill's Meyer's Manx now has a glovebox lid…

Brad's Cancer Foundation with yet another cool raffle car

TOP 20 WINNER

One of our own. It was doubly awesome to see Steve Gosling's ragtop finally out of the garage

Not Batman, Van Man

Sparkplug challenge was a big hit!

CATHAL'S CAR OF THE SHOW

When Alain Ritchie arrived in his '82 Mexican Beetle on Friday's set-up day, I was blown sideways. I'd seen pictures of it on the interwebs, but was not prepared for just how good it is in the metal. I love routing for the underdog and, when it comes to underdog restos, a home-built Mexi Bug is right up there. But the attention to detail and unique touches such as the matt and gloss blacked parts and unusual VW / Porsche components make this a truly special car.

TOP 20 WINNER

TOP 20 WINNER

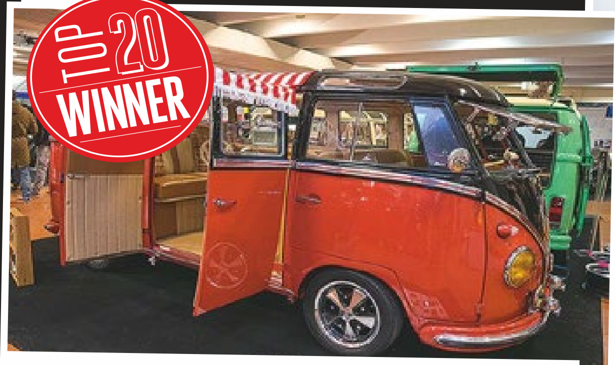
How cool was Matthias Aeschimann's satin Samba? Top 20 cool is the answer

Brazilian Bay Window Club had some very brightly coloured machinery on display

Restowagen line up had some cool cars on display

Best Club went to Germany's DFL. Thanks for everything guys

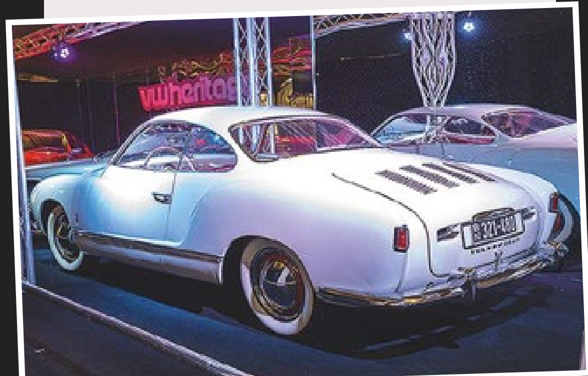
The 2015 *VolksWorld* stand. Always busy, and always the place to see the best of the best



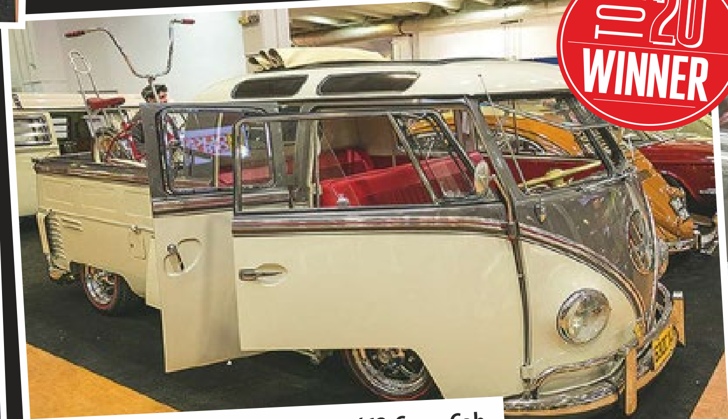
A proper barn find, Andy Morgan's 23-window Samba

Cal Look legend, Ron Fleming, flew in from California for the show. His tech talk went down a storm

IVAN'S CAR OF THE SHOW

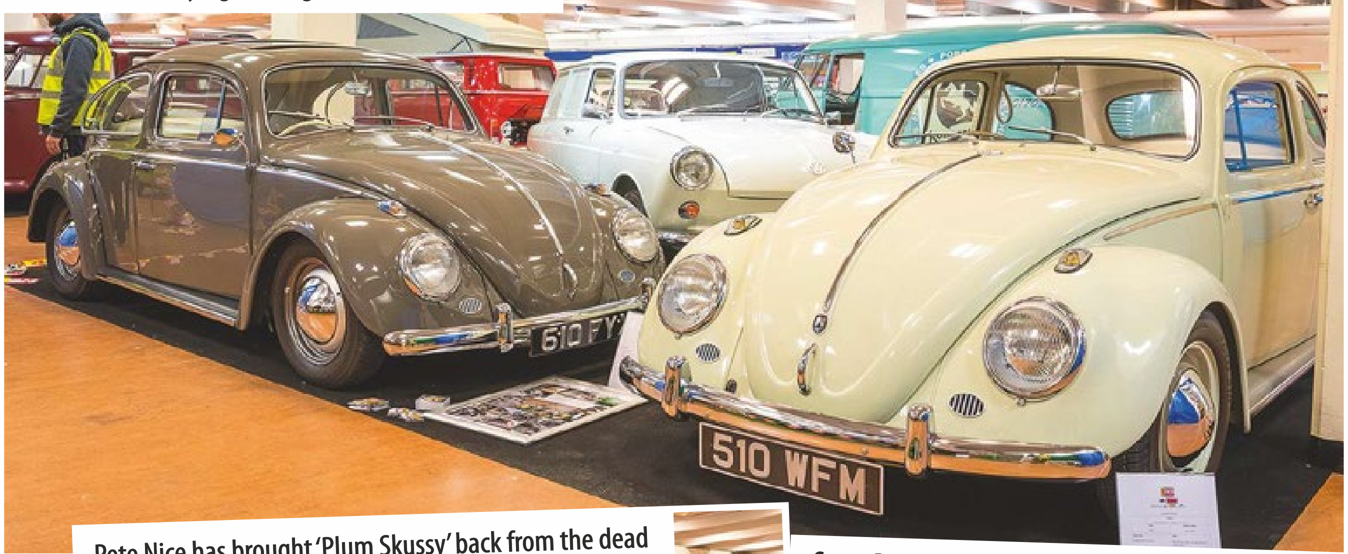


The original 1953 prototype of the Karmann Ghia is such a significantly important part of VW history. I absolutely loved the small details – the more you looked, the more you saw. Many of the elements never made it into production, so I really enjoyed seeing these design ideas. The fact VW allowed the car to be transported all the way to Sandown Park for *VolksWorld* Show visitors to see was just fantastic as it's unlikely this car will ever be in the UK again

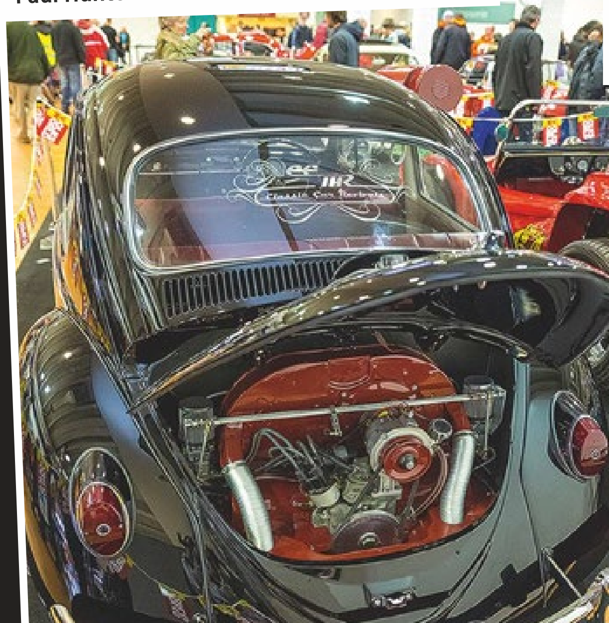


Patrice Gangnant's Deluxe'd-up '63 Crew Cab

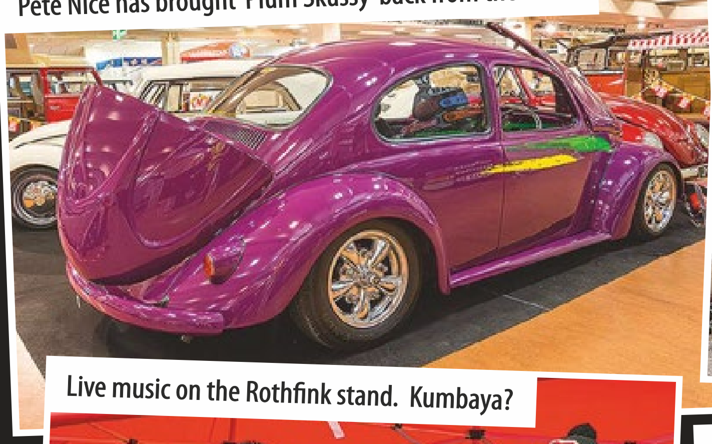
Dave Cole's Anthracite sunroof and Arran Simms Pearl White '61, both flying the flag for stock(-ish) Beetles



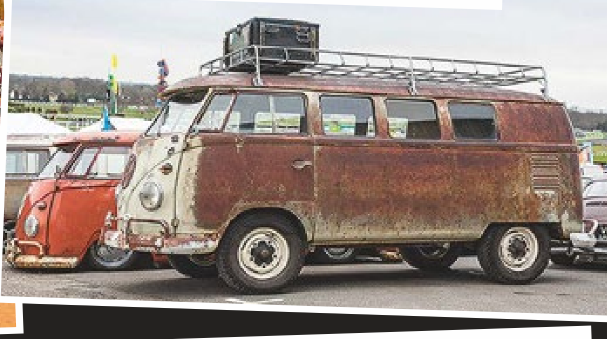
Dean Jones of Classic Car Revivals finished Paul Hunter's '66 in time to have it at the show



Pete Nice has brought 'Plum Skussy' back from the dead

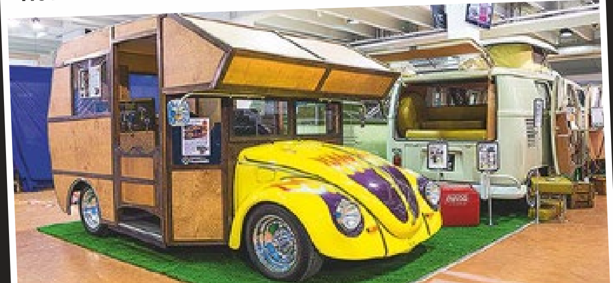


Steve Parsons arrived with a nose bleed and altitude sickness. His Bus looked cool though



Live music on the Rothfink stand. Kumbaya?

How an American thinks Tudor cottages look. Bugaroo

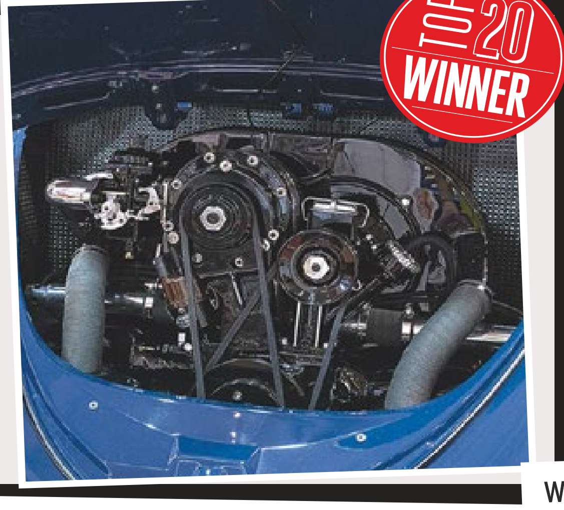


TOP 20 WINNER

Kenneth Anno brought his lovely Lowlight Ghia from Belgium, and took a Top 20 trophy home with him

MATT'S CAR OF THE SHOW

Anyone that knows me will know I'm a sucker for forced induction. I had been watching Steve's Resto Cal build with great interest, but when he called me one day to say he had scored a Shorrock supercharged engine, I nearly wet myself. So it was with great expectations I approached Steve's car on the Friday of the show. My first impression was wow! The stance was spot on, the choice of colour inspired, the original Fuchs… But then Steve dropped the hammer, and opened the engine lid. Now, there's detailing and there's detailing. It's easy to get carried away with excessive polishing and chroming, but Steve has re-written the book. The gloss black paint was so deep it almost looked wet, set off by the delicately polished stainless and zinc-plated components. Insane in the membrane!



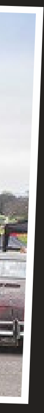
That's right, Paul Wisk slammed his Schwimmwagen!

TOP 20 WINNER

Carl Pointon's Double Door Late Bay Panel Van

Kinky Mick's rims enjoying their annual Esher airing

We'd still love to feature Dave Avery's brown beauty

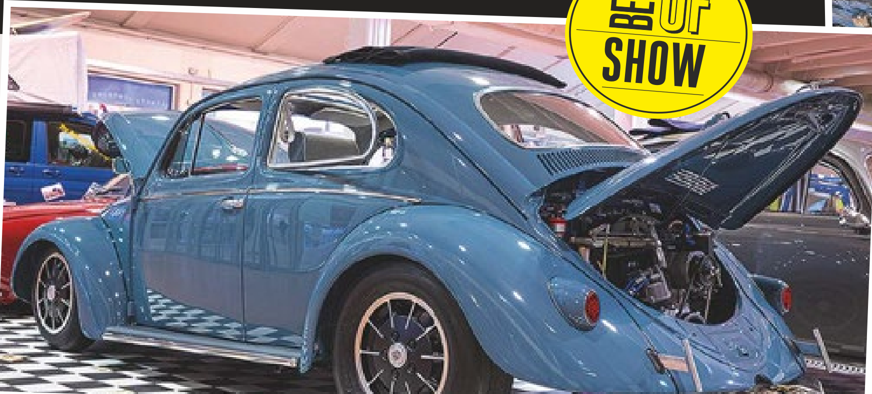


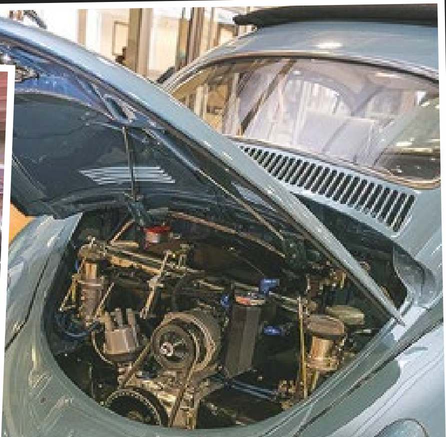
BEST OF SHOW

STEVE'S CAR OF THE SHOW

I said in the mag before the show that I was looking forward to seeing this car the most. That was based purely on the pictures we had of the finished 'pan and painted 'shell. But when owner / builder, Neil Ellis, and Stevo and Nick from Double H Restorations pushed this car into the show on Friday morning, it stopped us dead in our tracks and we knew there and then we were dealing with a Best of Show contender. As I told everyone I spoke to over the weekend, this car is a bit of me. It's a blue, early big window ragtop, of course you like it, I hear you say. But that isn't what draws me to this car. The reason I love it is the detail. Everywhere you looked there was a neat and subtle trick.

In my opinion it's a properly built and properly thought out car. It looks like Neil knew what he wanted, and didn't deviate from that plan, and that's why I think this car works so well. Best of all, though, it's going to get raced at every opportunity. Well done Neil, five years of your life well spent, dude!

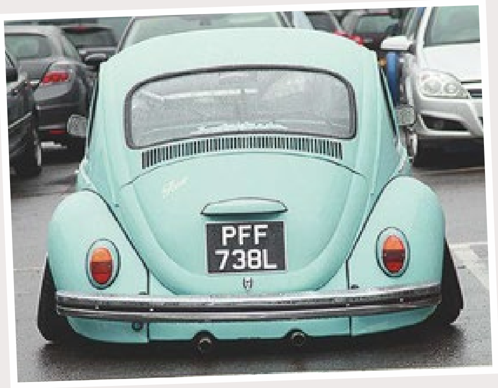




Honestly officer, I've only had a few light ales. The Aire Valley boys drained their keg

Susan Guthrie's 19-window Split and Polly and Mark's Canterbury Pitt made a lovely couple

JIMBO'S CAR OF THE SHOW



My decision isn't particularly 'on trend', and I don't actually know anything about this car, or even who owns it, but I just felt a sense of overwhelming love for this car. 'Dumped' in the rain and standing out like a sore thumb amongst the mundane vehicles in the car park it really stood out. Possibly it was the banded steels but, above all else, it was the insane pull of negative camber on the back wheels that made me take note. Closer inspection revealed it to be a really tidy little thing, and I'm hoping it's on air. Either that or the owner runs a tyre shop!

Pit Beslon's Pro Turbo Notch had a crowd of people crawling round it all weekend. This car is incredible

TOP 20 WINNER

TOP 20 WINNER

The freshly done Cool Flo Barndoor. Can you guess the year?

This OG paint PGSG sits perfectly on American Racing rims

We'd love to feature Jake Hilling's bagged '65. Love those Ultras, too

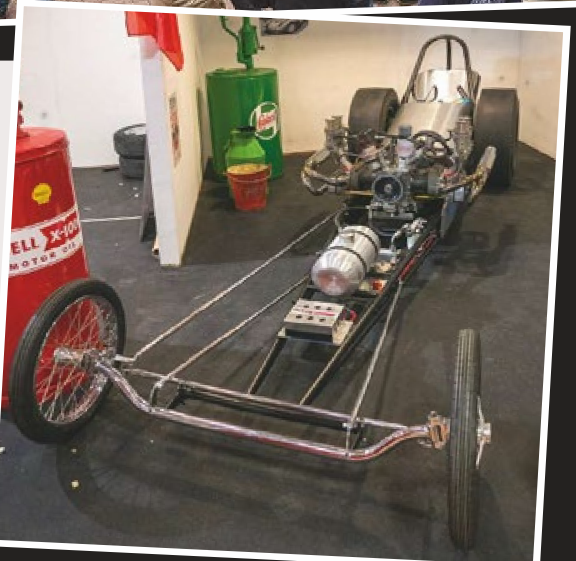
Kurt Van Perre's '67 ragtop was right at home in the Cal Look display. You've got to love those original magnesium BRMs, haven't you?

The Rebel Alliance can always be relied upon to bring a tasty selection of cars. They come a long way, too

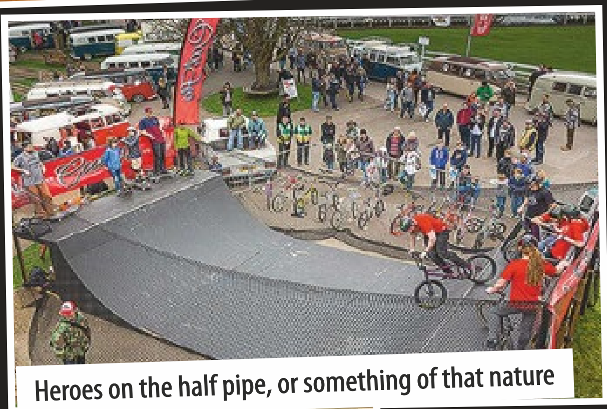
The unofficial Split Screen line up in its regular spot outside

LAWRENCE'S CAR OF THE SHOW

It would be fair to say that the cars on show this year were some of the best I've ever seen. There were many I would happily have taken home, but the one that really caught my attention was Graham Rawling's VW-powered slingshot dragster. It was the simplicity of form that did it for me. That and the fact it simply looked downright dangerous! The driver sits straddling the rear axle, ensconced between a pair of period slicks, with nothing but a tiny butterfly steering wheel and a rev counter for company. It harked back to the glory days of racing when going fast really was the only concern, and damn the consequences. For me, this car encapsulated drag racing in its purest form



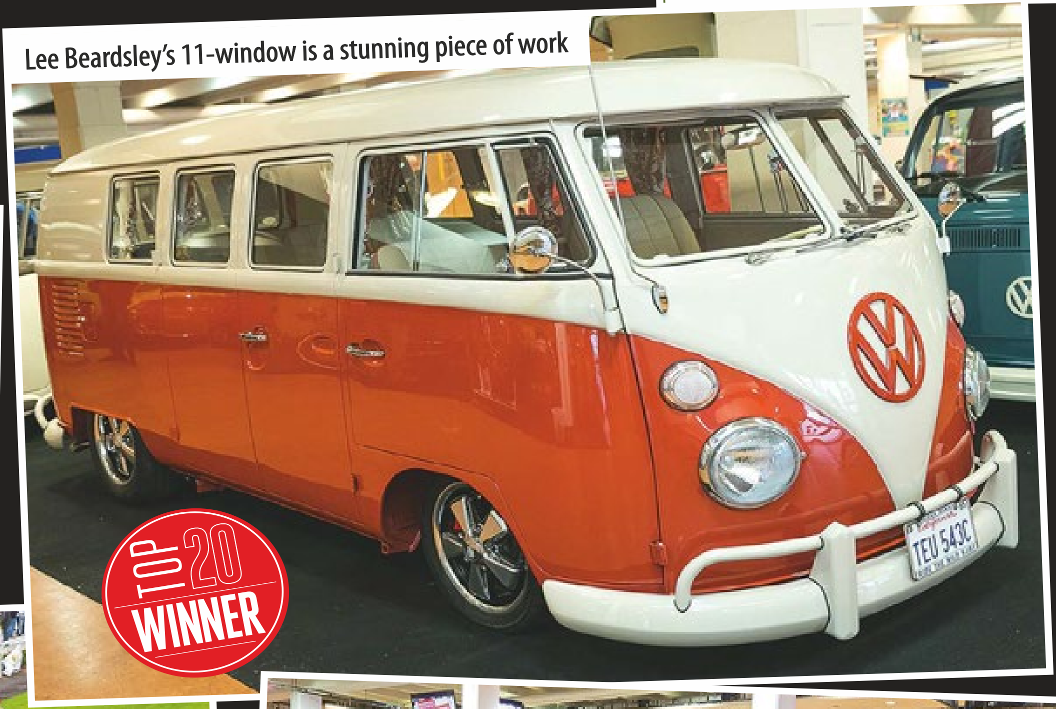
Retro Custom's Larry Stockford's Zwitter



Heroes on the half pipe, or something of that nature

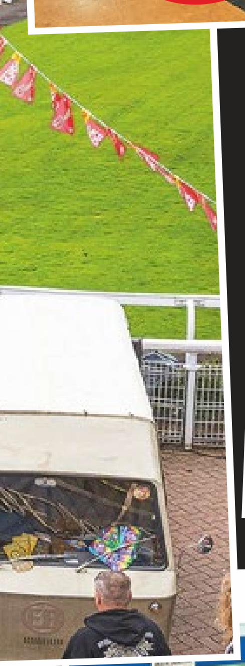
Gretjan Bilderbeek's '55 Barndoor. Yes please

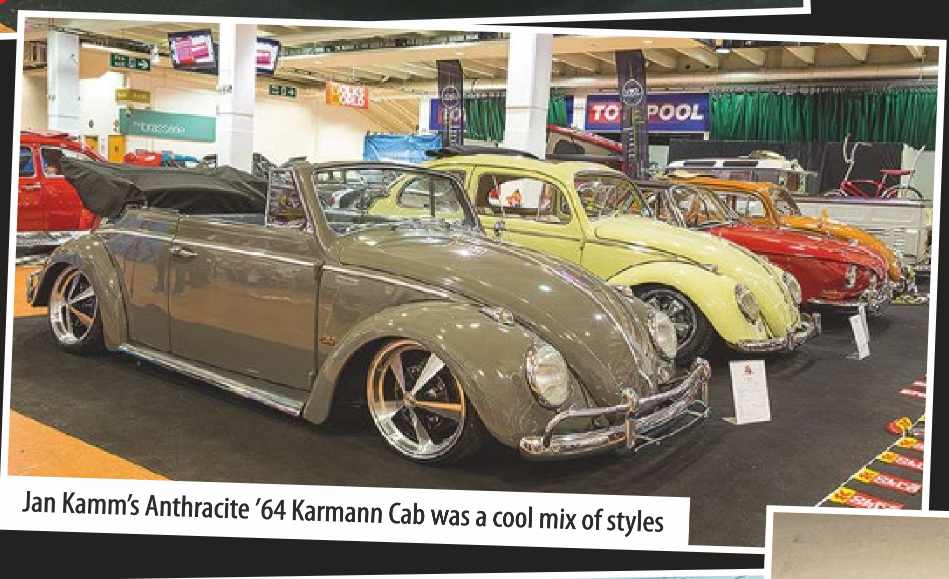
TOP 20
WINNER



Lee Beardsley's 11-window is a stunning piece of work

Surrey Vinyl Wraps did a bang-up job of wrapping VW Heritage's rally Bug

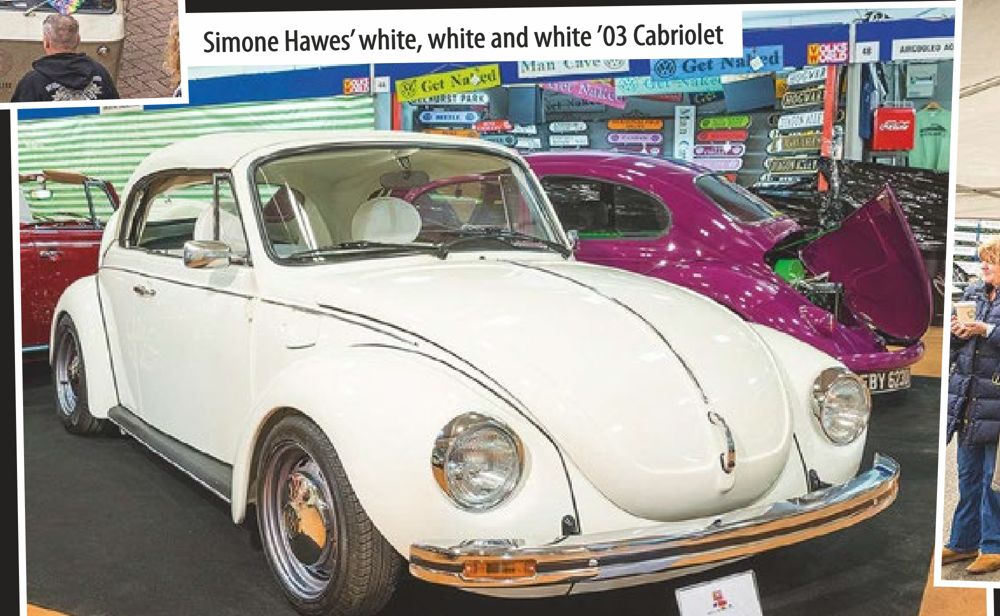




Jan Kamm's Anthracite '64 Karmann Cab was a cool mix of styles

C&B cover star, and now a Top 20 winner, Ben Baker's '71 Bay

TOP 20
WINNER



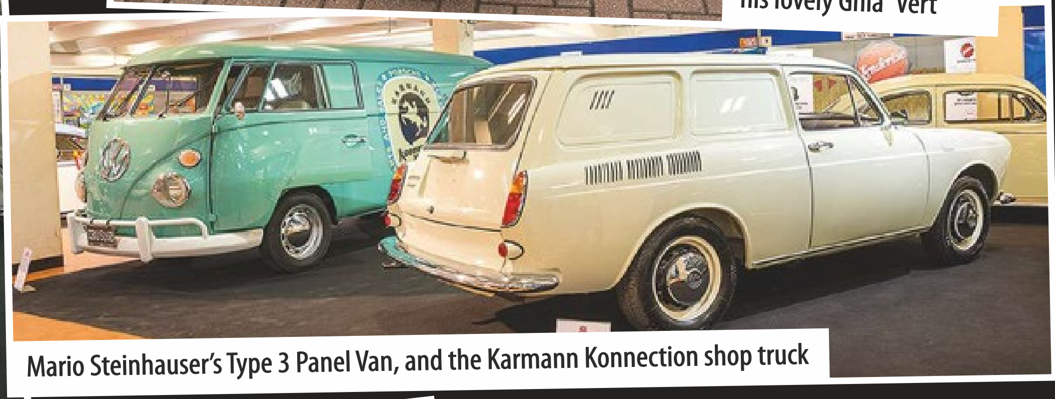
Simone Hawes' white, white and white '03 Cabriolet

Perfect weather, and setting for a weekend's camping in Esher

Steve Morris (yeah, him with the long white socks) is still rocking his lovely Ghia 'Vert

TOP 20
WINNER
CHASERS BAR

We loved Jason Cresswell's Early Bay Westy on Design 90s enough to give it a Top 20 trophy


Mario Steinhauser's Type 3 Panel Van, and the Karmann Konnection shop truck

Southern Dune Buggy club put on a great display

A Bus that can drive you to drink. We know. We drove it

Jamie Sanderson's minty fresh Late Bay Camper really stood out

Special display on the Red Brick area was cool

Jason Turnock's Fontana Grey '67 Looker on 2.0 litres

Check out mum's concentration face

Hats off to the Cool Flo boys for organising a spiffing outdoor area. There was loads to enjoy out here

WWW.V-DUBISLAND.COM

IN ASSOCIATION WITH

ULTRA VW

V-DUB ISLAND

SOUTH FAIRLEE FARM
ISLE OF WIGHT

23rd - 27th
July
2015

THE HOLIDAY PACKAGE:
CARRY ON CAMPING
19TH - 23RD JULY

Family Friendly Volkswagen Festival
with a chilled out music vibe

MUSIC AND ENTERTAINMENT FOR ALL AGES!

2 Stages with great music for everyone . Grace Cafe
Drive Out . Show and Shine . Run to the Surf
Skate Ramp . On Site Beach . Best Dressed Pet
Traditional Funfair . Super-Charged Outlaws
Cooking in a Camper . Paul Grant Survival Skills
Samba Bands . Carnival Workshops
New Kids Adventure Area . Tug of War
Vintage Hairdressers . Healing Area
Dancing Troops . Cabaret . Tasty Food Village
Plus Much More!

FANCY DRESS
HILLBILLY WEDDINGS

ADULT TICKET
£40
No booking fee

Upto 3 children Under 16
FREE
WITH EVERY ADULT TICKET

Discounted Ferry Travel

ULTRA VW WWW.ULTRAVW.COM
RED FUNNEL THE ORIGINAL ISLE OF WIGHT FERRIES
British Heart Foundation
TICKETLINE
WIGHTLINK PART OF ISLAND LIFE
WIGHT TRASH WWW.WIGHT-TRASH.COM
Coast & Country MARQUEES
isleofwightradio
Isle of Wight County Press
NICE AND SPICY RECORDS
Smart Design
DAMAGE V-DUB CLUB

VDubIsland
VDubIsland

Summer of Dub

Vintage Restorations

EVIL BEN'S

www.evilbens.co.uk

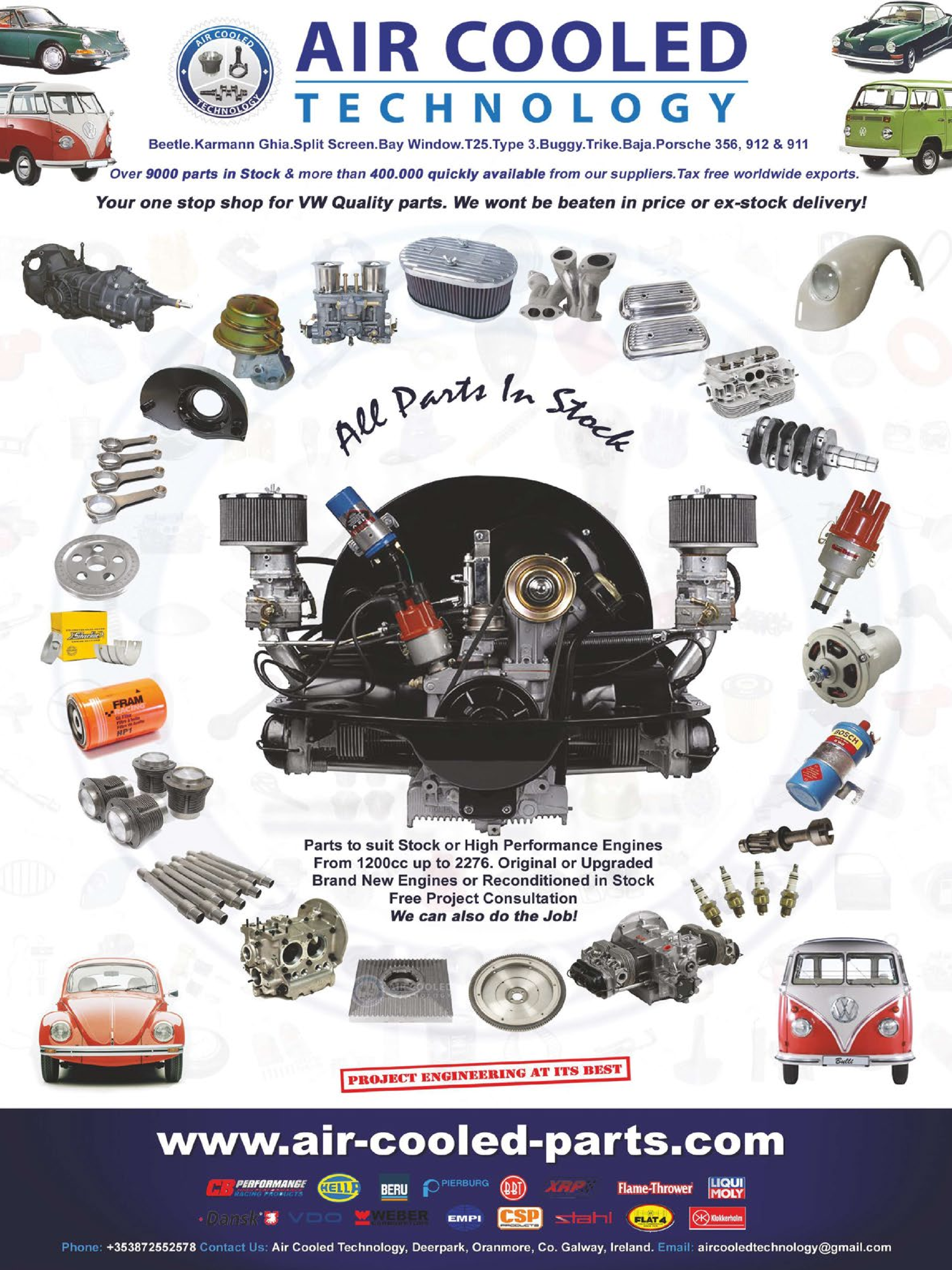
Now in Glorious Technicolour

PAINT SHOP
NOW OPEN

Introducing our in-house paint shop. Evil Ben's now offer precision modification, full restoration and paint

Call: 07929 726 351

Email: ben@evilbens.co.uk



AIR COOLED TECHNOLOGY

Beetle.Karmann Ghia.Split Screen.Bay Window.T25.Type 3.Buggy.Trike.Baja.Porsche 356, 912 & 911

*Over **9000 parts in Stock** & more than **400.000 quickly available** from our suppliers.Tax free worldwide exports.*

Your one stop shop for VW Quality parts. We wont be beaten in price or ex-stock delivery!

All Parts In Stock

Parts to suit Stock or High Performance Engines
From 1200cc up to 2276. Original or Upgraded
Brand New Engines or Reconditioned in Stock
Free Project Consultation
We can also do the Job!

PROJECT ENGINEERING AT ITS BEST

www.air-cooled-parts.com

CB PERFORMANCE RACING PRODUCTS · HELLA · BERU · PIERBURG · BBT · XRP · Flame-Thrower · LIQUI MOLY · Dansk · VDO · WEBER · EMPI · CSP PRODUCTS · stahl · FLAT 4 · Klokkerholm

Phone: +353872552578 Contact Us: Air Cooled Technology, Deerpark, Oranmore, Co. Galway, Ireland. Email: aircooledtechnology@gmail.com

HUNTINGTON BEACH, CALIFORNIA
PIERSIDE PARTS
UNLIMITED
HUNTINGTON BEACH
YOUR ONE STOP SHOP
CB PERFORMANCE
JayCee Enterprises
EMPI
GENUINE A-1 SANTA ANA CALIFORNIA Racing Exhausts
CSP PRODUCTS
TMI
Scat
GENUINE GENE BERG PARTS
PIERSIDE PARTS.NET

Located In Orange County Since 1982
The Birthplace of Aftermarket VW Parts

17031 Newland St. • Huntington Beach, CA 92647 • 714.848.8868 • www.piersideparts.net

buy online: www.autocrafteng.co.uk
email: sales@autocrafteng.co.uk
Tel: +44 (0) 24 7639 8217

See our website for the full range of Wolfgang safari windows

Auto Craft Engineering

2-point lap seat belt, red with chrome buckles.
ZVW20CRRD
(other colours available)
£37.95

A full range of bus and beetle wiper spindles available
from £24.95

Front safari window kit, polished - Typ 2, 55>67
211-847-411/BPS
£599.99

Front screen outer repair, full height - Typ 2, 55>67
211-805-039/F
£201.55

211-871-071
Breathable Cover, Type 2 - 50>79
£80.00

Engine lid - Typ 2, 59>65
211-827-025/B/WW
£235.00

Cargo floor panel half, left, Typ 2, 55>67
211-801-403/E
£275.00

Download our up to date price list here
Price List

"It was a great adventure especially for the children."

"Amazing comfort, the beds were great, equipment plentiful and dinky"

CAMPERVANTASTIC™

LUXURY HIRE • ONLINE STORE

www.campervantastic.com

CAMPERVAN HIRE

- Top of the range, comfortable VW California Campervans for UK & European adventures. Seating up to seven people, fully equipped and ready to go.
- DAB radio, music media ports, sat nav and TV/DVD player included as standard.
- Luxury bedding, drive-away awnings, bike/kayak/surf & ski racks, BBQs, hammocks, kites, snow tyres/chains and extreme climate packs available.
- Travel planning and 'try before you buy' consultations available with our Campervan Guru!

CAMPERVAN AND CAMPING SHOP

- Drive-away awnings, cooking and dining equipment, campsite guides and campervan books, kites, kayaks, outdoor toys.... Buy online or at our showroom.

FLEXIFOIL Live to fly. COBB duvalay bedtime luxury... anywhere Outwell Brandrup coolcamping THULE Bon-fire Khyam

Bookings/enquiries +44 (0)208 291 6800 **email** hire@campervantastic.com

Follow us on
Twitter & Facebook

Unit 5, 118 Stanstead Road, Forest Hill, London, SE23 1BX

BVRLA Quality Assured

enjoyEngland.com ALTERNATIVE ACCOMMODATION

Body off

Tony's back, and 'Freda' has reached the point of no return

OWNER INFO

NAME: **Tony Richardson**

AGE: **46**

CAR: **1968 1300 Beetle**

THIS MONTH: **Remove the body from the floorpan to better assess the body / 'pan repairs needed**

PLANS: **Do the repairs…**

Well, that didn't last long. The replacement rear inner wings had arrived and I'd put off fitting them so I could enjoy travelling about in Freda for a few months. But the first bit of rain came and seeped through my temporary silicone repair around the front bulkhead, rather than making do and ruining the new carpet, or letting more corrosion occur, off the road she came. Luckily, I still have my motorbike for daily use.

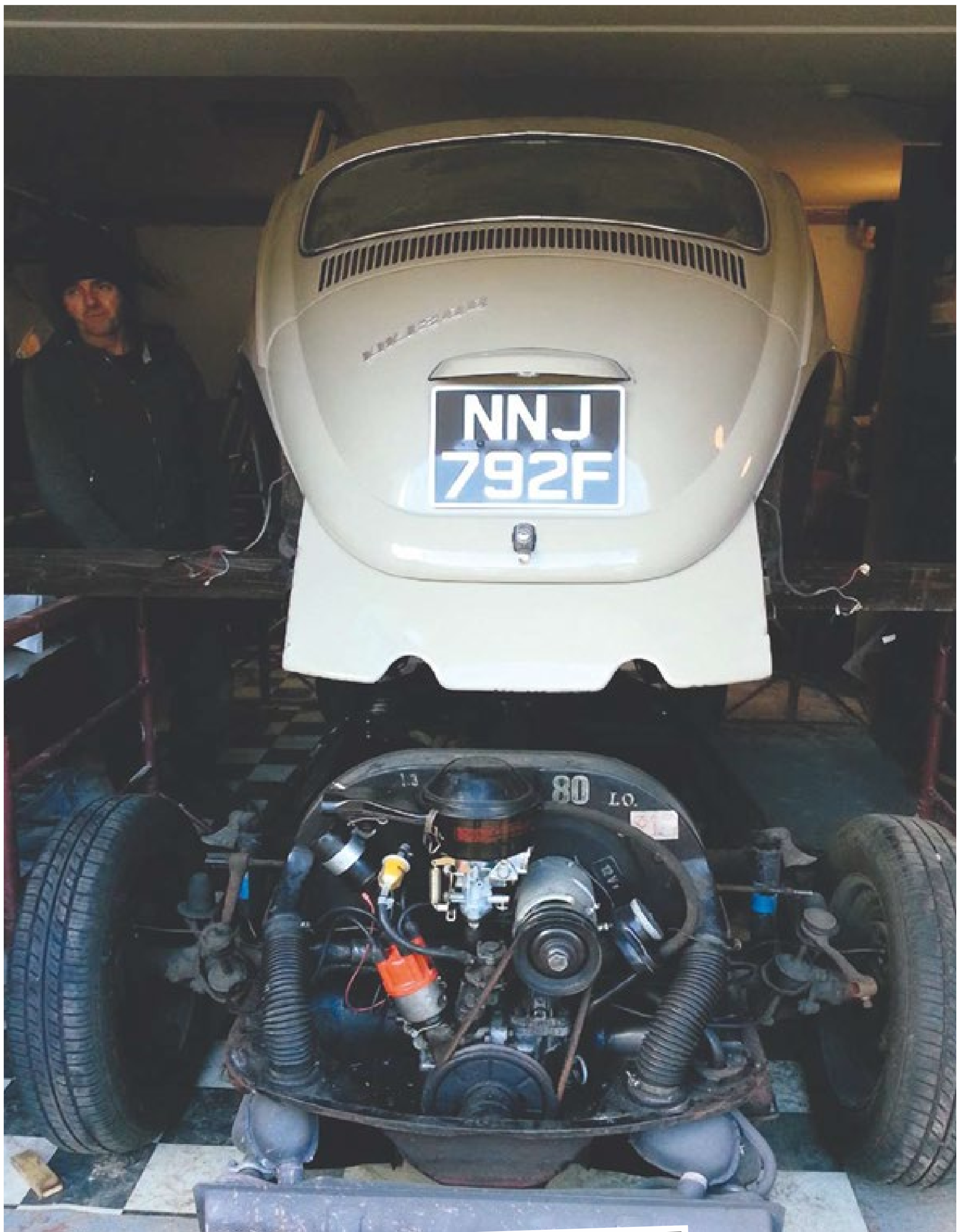
Without much thought (because I'm sure I would've change my mind if I had), I removed the battery and seats before taking off the rear wings. Next I removed the running boards (only one bolt snapped off) and decided to throw them away as they were in a poor state. I then started dismantling the petrol tank. I removed all the retaining bolts, fuel gauge feed and the small bore expansion pipe, before having great difficulty removing the rubber filler tube. Thwarted, I sliced down the length off the tube, only to get covered with fuel. Note to self: make sure the petrol tank isn't full before attempting these things. So, balancing the tank so the filler opening was the highest point I lifted the tank from its seat, then got a friend to undo the fuel pipe underneath and drain the contents of the tank into a suitable container.

Braking bad

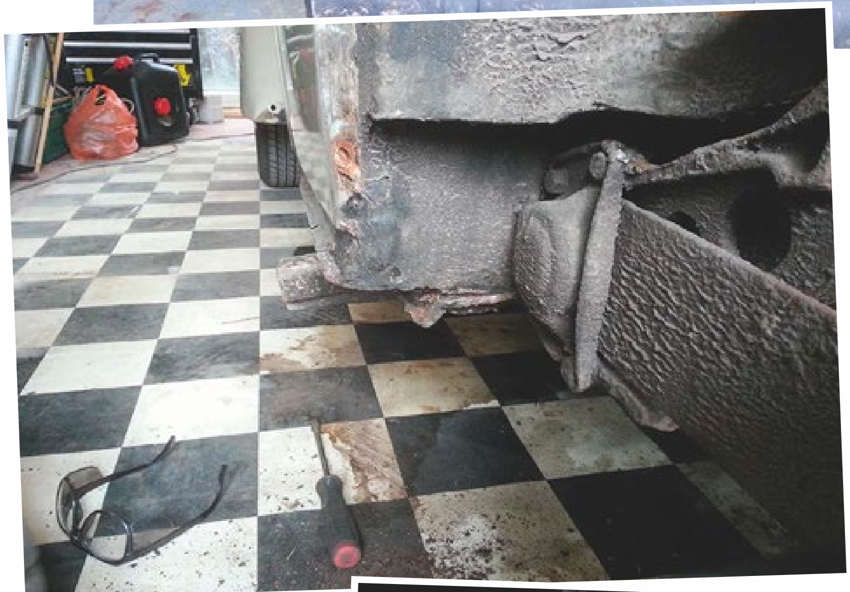
Next job was to slide off the brake master cylinder fluid feed pipes and catch the escaping dot 4. Going through this logically, I then separated the steering column from the steering box at the rubber disc. And, finally for the front, I disconnected the horn and speedo cable, which are often forgotten and only discovered when the body is dangling just off the floorpan.

I managed to undo and remove all but one of the underside bolts securing the floor to the body, the single bolt turning and but coming out. All the top bolts came out without issue – two underneath the petrol tank and supposedly four across the underside of the rear seat, though two of those were missing and their holes welded over.

With all that done, I was now in a position to start separating the body from the floor, only to find several weld repairs joining the floor to the body. Luckily, almost all of them were poorly done so were cut apart fairly



When is a Beetle no longer a Beetle? When you take the body off the 'pan…



Like most Beetles, the ends of the heater channels have seen some repair work in the past, but are almost certainly going to need more

Previous keep-it-on-the-road repairs had seen the body welded to the 'pan here – nothing an angle grinder and cutting disc couldn't sort out though

Lesson 1: remove the fuel before the fuel tank, okay?

No, Tony, no! You can't use a crowbar in this process as the localised pressure it exerts will bend even the most solid metal

easily. Then, using small bits of wood as spacers, I began levering the edges of the body up all round and, after about half an hour, I had the body off the floor by about a centimetre.

Finally, after removing a couple of electrical connections in the engine bay, I was ready. At this point I did wonder how I was going to suspend the body, so opted for the temporary fix of hiring some metal supports and laying four-inch fence posts across them. That way I can wheel the floorpan out whilst working above. With two extra pairs of willing hands to help, we lifted the front of the body first, but not too much, before resting the fence post across both front tyres and laying the body on top. Then to the rear and the same process. The next lift brought the body up onto the supports. We had to put additional four-inch blocks on the front to level the body up, but it was done.

> “It's amazing what you can see with a car separated like this”

It's amazing what you can see with a car separated like this. Surveying the rot, I was pleasantly surprised. The floorpan is solid, with nothing obvious to cause concern. And the bodywork isn't too bad. The four corners where it joins the floor are in need of attention, obviously the bulkhead above the Napoleon's hat where I knew there was a problem, and the nearside front of the heater channel, too. Overall though, I'm very pleased.

In order to do the work more easily, I ordered a rotisserie. I found one for £200, which needed to be assembled, figuring I can always sell it on again afterwards. The bits arrived and I set about putting it all together. Once the basic A frames were in place, I found that the part that attached to the car needed 'fine tuning' to fit properly as none of it seemed to line up. Unfortunately, whilst holding a horizontal bar up to the front valance, I dropped it causing a deep scratch, so that's another job to sort out. Despite this, it was a fairly straightforward process. Just two of us were able to raise the body up onto the rotisserie, remove the posts and stands.

Next job is to start ordering parts… ■

The good news is the floorpan is solid, with just the usual crusty corners

VOLKS WORLD PROJECT CARS

Un-scene tape

Owner: James Peene
Car: '66 Beetle, '68 Porsche 912
This month: I bought my first air-cooled I can't write about in *VolksWorld*, so I won't. Suffice to say, the Beetle will be neglected until I get this on the road

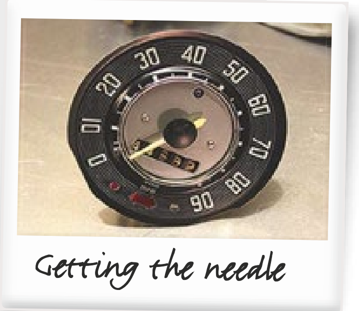
Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia
This month: I finished my car in time for the show! Thanks to everyone that said nice things about it over the weekend, I was genuinely blown away by the response it received

7 years in the making

The rust hunter

Owner: Cathal O'Toole
Cars: '77 Cal Looker, GT Beetle, '73 Camper
This month: Progress on the Cal Looker is slow but steady. Slow because Trev is fastidious in how he does things, steady because he keeps finding more rust!

Owner: Jon Gilbert
Cars: '61 ragtop
This month: After deciding to restore my original speedometer, mainly because the needle was broken, I then promptly broke the replacement needle. Great!



Getting the needle

Go West young man

Owner: Mark Walker
Car: '68 Beetle
This month: My friend Johnny H and I got together to assess the work needed on the '73 Westy we imported two years ago. It's solid and just needs a bit of tidying…

Owner: Gordie Woollacott
Car: '79 Westy
This month: I have mostly been giving the 'Fancy Bus' a post-winter treatment of underseal. Dull, but worthwhile in the long run

Seal her up!

SEE OUR NEW PROMOTIONAL
VIDEO ON THE WEBSITE
ABOUT US PAGE.

NoiseKiller

PROFESSIONAL NOISE REDUCTION TECHNOLOGY

Noisekiller Barrier mat used on wheelarch

Noisekiller sound barrier used on rear bulkhead under rear seat

Noisekiller on Rear Load Space

Noisekiller Egg Box on Roof

Noisekiller sound Barrier on floors

Noisekiller Barrier mat on front and rear wheel arches, transmission tunnel, & doors

Noisekiller on Middle Floor

Noisekiller on Front Floor

Roof kits £150

Front and Rear Kits £185

Full Kits £300

BEETLE KIT CONSISTS OF

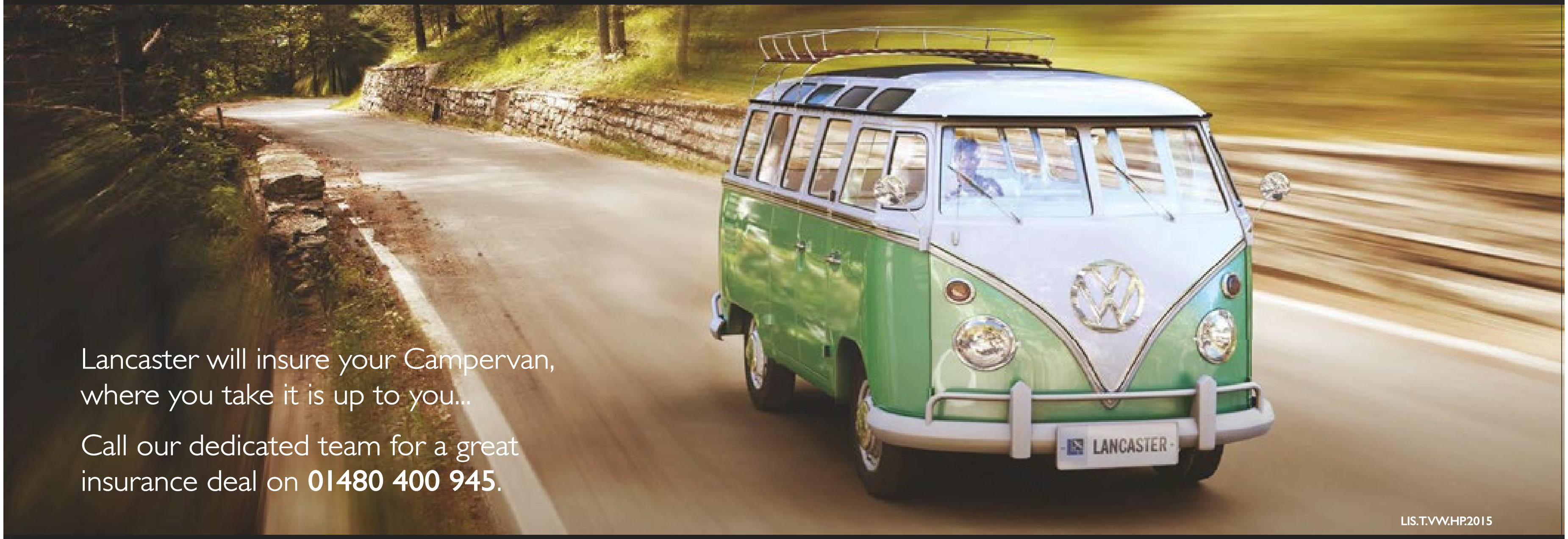
- Front wheel Arch • Front and Rear Floors
- Transmission Tunnel • Doors • Rear Sides
- Rear Wheel Arch • Under Rear Seat
- Rear Bulkhead • Parcel Shelf

All for £199 ! plus shipping

0161 652 7080

www.noisekiller.co.uk

"WHERE NEXT?"


LANCASTER
LIS.T.VW.HP.2015

Lancaster will insure your Campervan, where you take it is up to you...

Call our dedicated team for a great insurance deal on **01480 400 945**.

BENEFITS

Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • Extended European Travel Cover • Use of your no claims discount • UK and European breakdown cover • Up to £100k legal expenses • Gas Bottle and Awnings Cover • Increased Personal Effects Cover • Salvage Retention

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services Ltd are authorised and regulated by the Financial Conduct Authority (No. 306514). For mutual security, calls are recorded and may be monitored for training purposes.

Proud sponsors of

Call us today:
01480 400 945
www.lancasterinsurance.co.uk

LANCASTER
INSURANCE

WHO SAYS YOU CAN'T
SLAM YOUR GHIA AND FIT A SPORT EXHAUST
WITH HEATER BOXES?
CSP
PRODUCTS
AR-59-22
YOU CAN!
WITH A CSP PRODUCTS SUPER COMPETITION EXHAUST
AND HIGH PERFORMANCE HEAT EXCHANGERS!
GERMAN PARTS FOR GERMAN CARS
www.csp-shop.de / www.facebook.com/customspeedparts
GO TO PRODUCTS:

DIY engine build part 2

We're going inside the crankcase this month, then assessing the re-useability of the components within

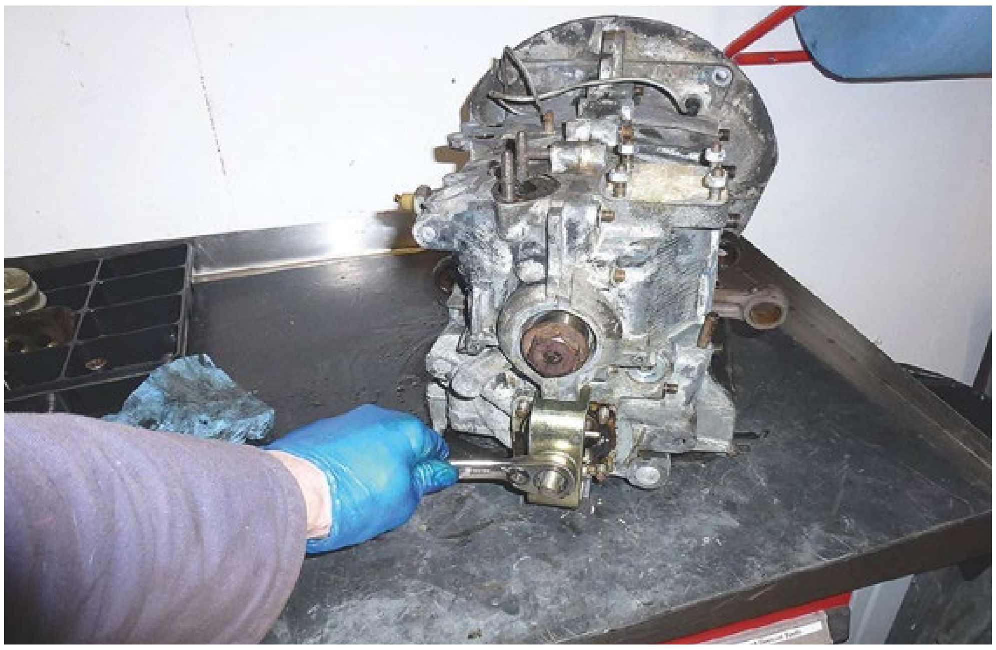
Words and photos Matt Keene

In part one of this series we stripped our 1600cc Type 1 engine down to a short block. This month we complete the strip down by splitting the crankcase and removing the internal components, such as the crankshaft, camshaft and all of the remaining ancillaries.

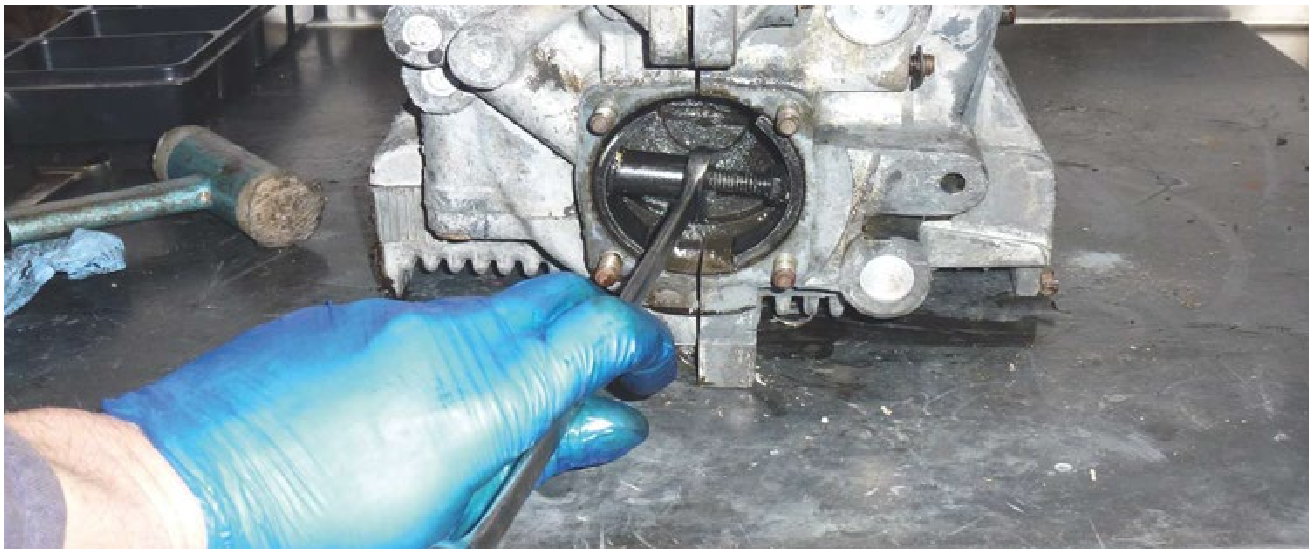
Stripping the crankcase is fairly straightforward, but can be a little tricky without a few special tools – oil pump removal tool, crankcase splitting tool, distributor drive tool and oil pressure relief valve tool. That's not to say it's impossible to do the job without these, it's just that they make the job simple and avoid any damage that may occur from more heavy handed techniques. Fortunately, all these tools are relatively cheap to buy and can be purchased from the myriad suppliers who advertise in this magazine.

Once all the components have been removed and you are left with a bare crankcase, it's time to thoroughly clean everything. A detailed inspection and analysis should then follow to ascertain the condition of the main components to see whether they need reconditioning or replacing. Whilst a visual inspection is the first stage, if you are unsure what you are looking at you can take all of the main components such as the crankshaft, camshaft, pistons, cylinders, connecting rods and crankcase to a competent machine shop to have them checked over. However, the checking process is fairly simple: you will need access to a 50-75mm micrometer, a 75-100mm micrometer, a Vernier gauge, a bore gauge set and a parallel bar. Again, these can be scored relatively cheaply from internet-based auction sites. A quick scour of eBay will net you, say, a 50-75mm micrometer for as little as £10, and remember, a second hand quality part is almost certainly better than a new, el cheapo part.

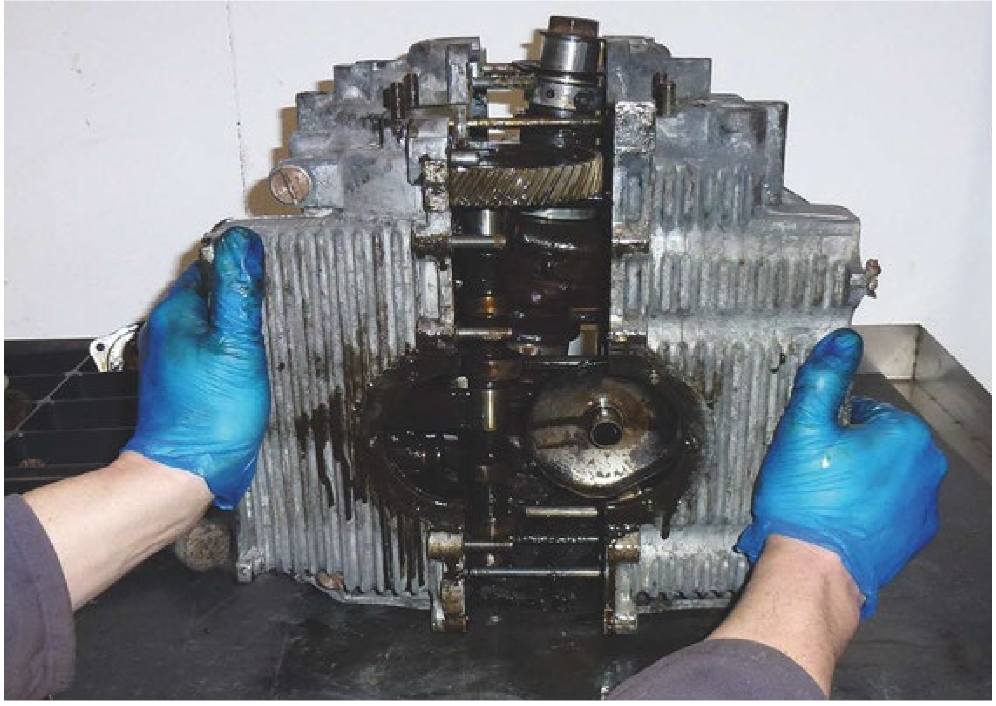
The analysis stage of the rebuild is perhaps the most important, so every component must be checked thoroughly. Overlooking just one important issue can render the entire build duff, and could lead to problems in the future. So take your time folks and, if in doubt, seek professional advice. ■



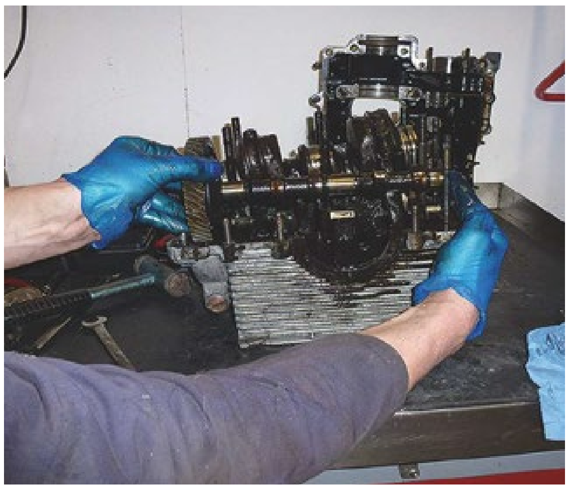
01 Once all of the crankcase securing hardware has been removed, it's time to remove the oil pump. An oil pump removal tool makes light work of this job, extracting the pump body without any chance of damage to the crankcase



02 The initial 'split' of the crankcase is easily achieved with the use of a case splitting tool. This fits inside the oil pump cavity and, when you wind the tool outwards, expands and pushes the case apart at the oil pump end. I tend to tap the crankcase at the flywheel end with a soft-faced mallet whilst keeping tension on this tool to help the case come apart evenly at both ends



03 Once the crankcase has opened approximately 10-12mm the dowel pins should become exposed, allowing the case to further come apart with ease. A little wiggling motion here will help the two halves separate. Go carefully – it's important to keep the lifters in their respective bores for orientation purposes



04 Once the two halves are apart, the camshaft can be removed. It may require a little bit of wiggling as they are often tight at the thrust (oil pump) end

05 With the camshaft removed, the crankshaft can now be lifted out. Support and lift the crankshaft via the two protruding connecting rods and lift vertically. Again, a little wiggling motion may well help

06 The reason for keeping the lifters in their respective bores is that if the same camshaft and lifters are to be re-used it's vital they are re-fitted in the same positions. To ensure this, mark each one as you remove it. I use a Dremel multi-tool for this job

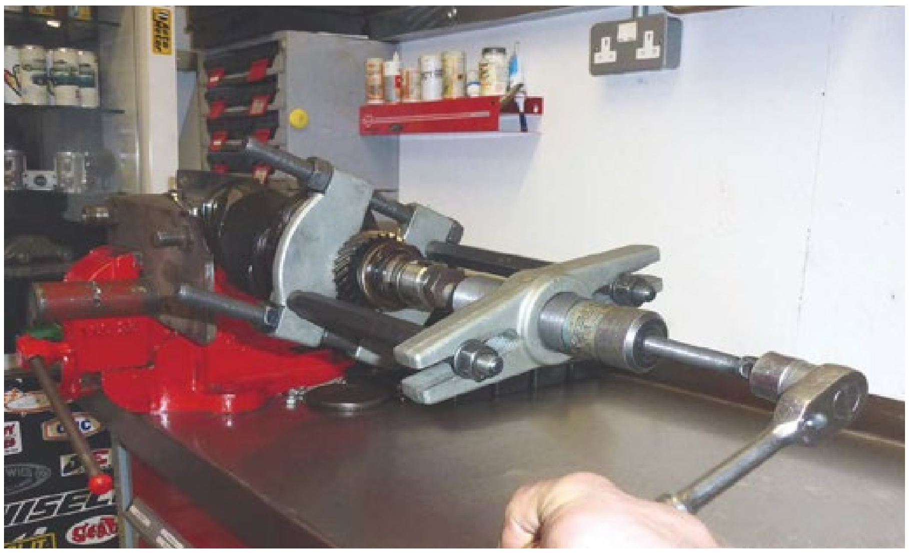
07 The distributor drive pinion may well require the use of a dizzy drive removal tool. If it is stuck, they are almost impossible to remove without risking damage to the case

08 Three of the crankshaft bearings will remain on the crankshaft, but their respective dowel pins will be left in the crankcase. It's best to remove these pronto as they have a habit of getting lost…

09 Remove the remaining crankshaft and camshaft bearings, taking care not to damage the crankcase in any way. Don't forget the dowel pins!

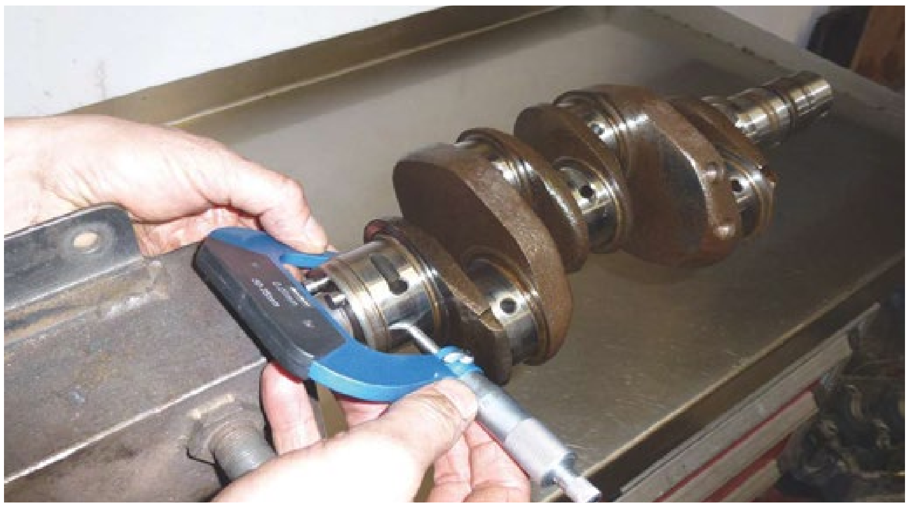
10 The oil control valves can also be tricky to remove. First, take the securing screw out, followed by the spring and then the oil control piston itself. A simple tool is available for this testing task

11 The removal of the connecting rods is a very simple task, especially if you make yourself a simple jig. My jig is a large piece of angle iron with a flywheel gland nut and pulley nut welded to it



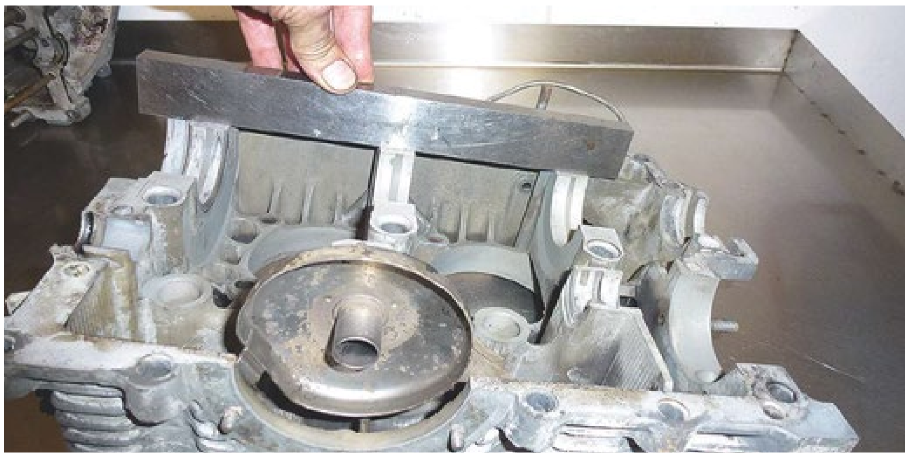
12 In order to remove the number 3 main bearing, you will require some sort of timing gear removal tool. I use an expensive bearing removal tool, but a far cheaper tool can be purchased from the likes of VW Heritage and Cool Air

13 After cleaning the crankshaft, it's time to break out the micrometers and start measuring. First job is to determine whether the crankshaft needs a re-grind. I use a simple rule of thumb – if I can feel any undulations on the journal surface with a fingernail, the crank needs a re-grind

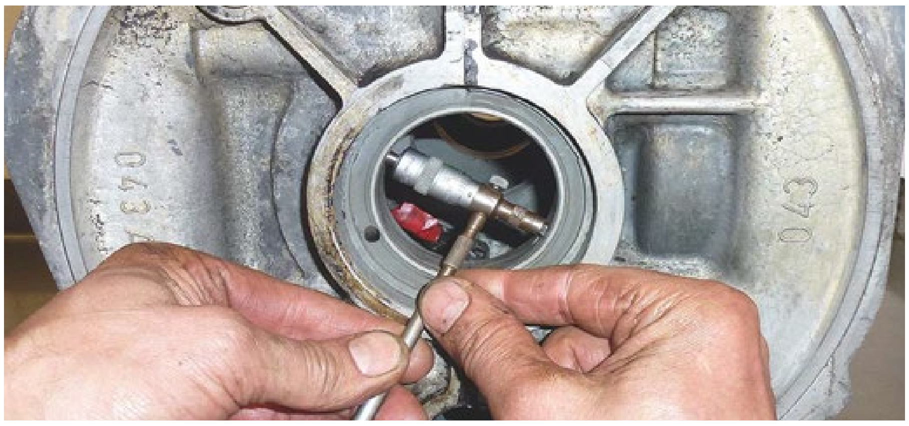


14 Measuring the bearing journals will require the use of a 50-75mm micrometer. The wear limit on a standard main bearing journal is 54.97-54.99mm. If any journal measures under this, the crankshaft will have to be ground 0.25mm undersize

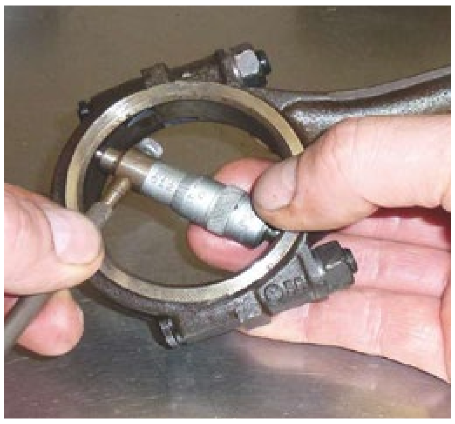
15 The connecting rod journals are measured in the exact same way as above. However, their tolerance is: 54.98-55mm. Again, if any journals fails 'the fingernail test', or is beneath this tolerance, a re-grind is necessary. Any competent machine shop will be able to do this



16 A very important test is to see whether the case itself is warped. This often occurs at number 2 main bearing saddle, and can easily be spotted with an engineer's parallel bar. Here I am placing the bar across the three large bearing journal saddles. Any warpage will be shown by a gap between the parallel bar and a saddle. Anything greater than 0.025mm (0.001in) and the crankcase is scrap



17 Determining whether the crankcase needs a line bore (or align bore) of the bearing saddles takes some careful measuring with a bore gauge to check the concentricity and wear of the bores. This is perhaps a job for the machine shop, but you can do it yourself with a bore gauge set. The bores should be measured with the case halves torqued together to spec, and the wear limit is 65-65.02mm



18 In this shot I am measuring a connecting rod big end with a bore gauge to determine any concentricity. This is done by measuring the inside diameter at a least five different points with the rod bolts torqued to spec. VW doesn't specify any tolerance figures, but I work to 0.025mm (0.001in). If any rod is outside this tolerance, I have it ground and honed to factory spec

19 The cylinder bores must also be checked for any obvious defects such as scoring. If they are, they must be replaced. If not, check for concentricity at several points. The limit for a cylinder is 0.01mm (0.0004in) and the piston to cylinder wear limit is 0.2mm (0.008in). This is calculated by subtracting the piston diameter from the bore diameter

Next month, we will pay a visit to the machine shop to see what's involved in having our components re-ground and machined to spec

WHERE YOUR ADVENTURE BEGINS...

SURETERM DIRECT

We offer insurance for a range of vehicles, including motorhomes, campervans, 4x4 and modified. Call our experienced team today on **0800 1313797** to get a quote and start your journey.

BENEFITS

• Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • Extended European Travel Cover • Use of your no claims discount • UK and European breakdown cover • Up to £100k legal expenses • Gas Bottle and Awnings Cover • Increased Personal Effects Cover • Salvage Retention

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.

STD.IPC.VW.A5L.2014

Sureterm Direct
ESCAPE FROM THE ORDINARY

T: 0800 1313797
W: SURETERM.COM

Sureterm Direct is a trading name of Lancaster Insurance Services Ltd who are authorised and regulated by the Financial Conduct Authority (No. 306514). For mutual security, calls are recorded and may be monitored for training purposes.

WX10 DXL
VO58 UZT
OPUS

Make a stand.

If you are tired of constantly bending down, crouching or hitting your head, then we might just have the solution. OPUS is a stylish, practical and luxurious folding camper designed to look great, with or without a VW Camper. With 8 ft. ceilings and enough room to swing the proverbial cat, the spacious 6-berth OPUS is the ultimate VW accessory. So let's stand tall against bruised heads and aching knees once and for all.

Make a stand and start your adventure today with OPUS.

OPUS®
opuscamper.com

AH Schofield

23 YEARS experience

Special manufacturer's of quality handmade repair panels and parts
no longer produced for the splitscreen, baywindow and T25 vans

FREE DELIVERY over £60 on web orders

ALAN H SCHOFIELD
VOLKSWAGEN
www.ahschofield.co.uk
WorldPay
PayPal

Unit 14, Dinting Lane Industrial Estate, Glossop, Derbyshire, SK13 7NU
E. sales@alanhschofield.com **NEW WEBSITE www.alanhschofield.com** **T. 01457 854267**
Opening Hours: Monday to Friday 8am-5.30pm & Saturday 8am-1pm

---

Patina or Polish, Rat build or Restoration

T2D BUS BOOT CAMP
T2D
MOON Equipped

Bus Boot Camp - Air Cooled Maintenance Days - Servicing, Electrics, Breakdowns
Suspension / Brakes - Beams, Spindles - Lowering, Air and Static
MOT / Servicing / Engine rebuilds
Paint and Retrims
Parts and Accessories
Complete Restoration
Bespoke Builds
www.type2detectives.com or call 01638 387009

t2d
www.type2detectives.com

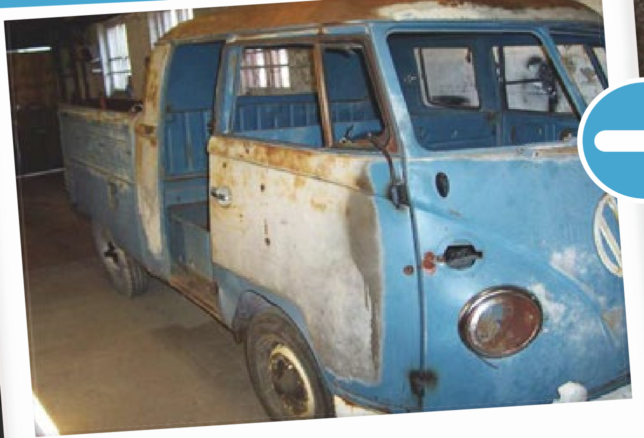
The stealth Crew

Words and Photos James Wallace

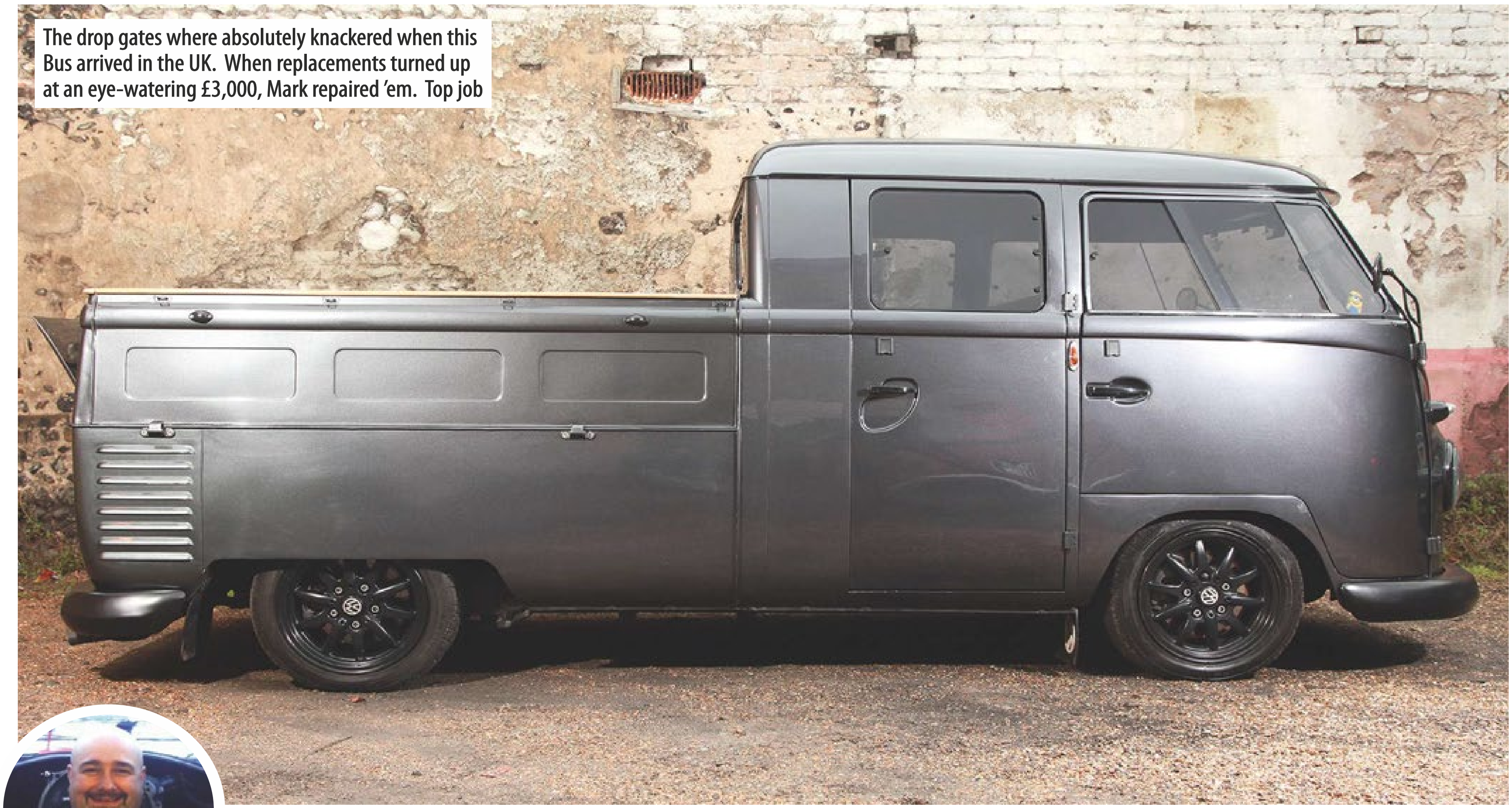
My name is Mark Coleman, I'm a 44-year-old locksmith from the Kent coast who knows Darren Porter with the red 'late early look' Beetle you guys featured in Built at Home last month. My shop backs on to the garage where 90% of the work was carried out on Darren's car and I couldn't help noticing that one of the other Oh So Retro lads was also working on his own Split Screen around three to four years ago now. It's from this point that my outlook on VWs changed forever. Having made a few bits and pieces and helped out with some fiddly parts on Lee Collier's Split, I started thinking about doing a Bus for myself. The one condition was that it had to be a Crew Cab, which, as I'm sure most of you are aware, is not the easiest thing to track down in an easily restorable state.

However, I mentioned it to the truffle diggers that are Lee and Darren and, within a couple of weeks, they'd only gone and tracked one down for me. It was residing the other side of Heathrow as the previous owner, who had imported it into the UK, was procrastinating over whether or not to tackle what turned out to be a substantial rebuild. The 1961 Double Cab had lived a hard life in Nebraska, which was where she was found, unloved and dumped in a field. Looking back at it now, I must have been mad taking it on but, having seen a few pictures and having chatted with the guy on the 'phone, we were soon on our way with a trailer to pick her up. No matter

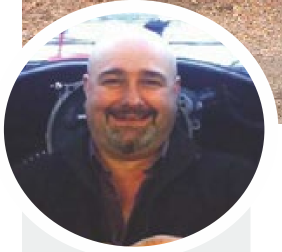
RESTORATION TIMELINE



1. MAY 2011
The Crew Cab as Mark got it. Doesn't look too bad...



The drop gates where absolutely knackered when this Bus arrived in the UK. When replacements turned up at an eye-watering £3,000, Mark repaired 'em. Top job



BUILDER INFO

NAME Mark Coleman

AGE 44

LOCATION Margate, Kent

OCCUPATION Locksmith

BIGGEST CHALLENGE Restoring the drop gates

FAVOURITE PART The custom fuel tank

WHAT'S NEXT? Power steering

how intimidating the work seemed, I knew when we set off that I ws going to buy it. She came complete with no fewer than 32 bullet holes, some you could push your fingers through, and it had obviously been involved in a rear end smack that had crumpled most of the back end, rippled the load bed, folded most of the driver's side lower panels in, bent the chassis and the back axle. On top of that, the cab floor needed attention, as did the cab steps, the sills and almost all of the lower stowage space and pick-up bed needed replacing. She really wasn't a pretty picture at all.

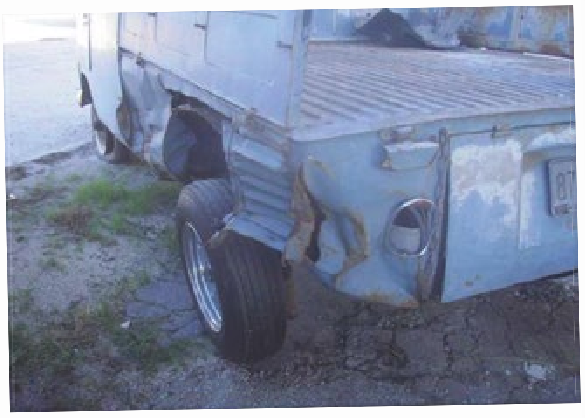
They say time is healer, but this Bus needed more time than I could ever have imagined giving. Still, I knew there would be plenty of willing helpers and lots of four letter words to encourage me. As it was my first ever project, I suppose I wasn't really that scared of it.

> "She came complete with no fewer than 32 bullet holes"

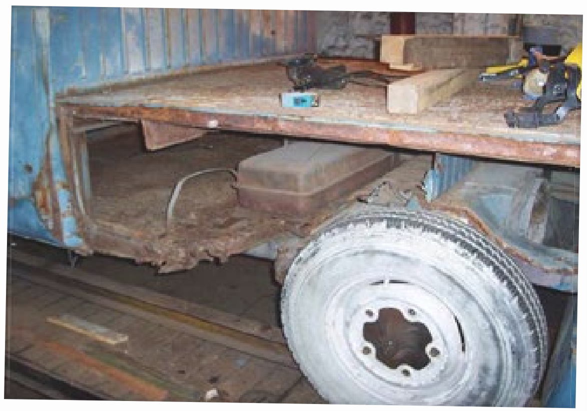
Now that might seem naïve, but I just figured it was a case of getting in there, cutting bits out and replacing them. Simple, right? Luckily, Auto Craft Engineering make the vast majority of panels and repair sections that I needed, with the exception of the rear quarter engine vent panels and the drop sides that were literally shot to pieces. After much searching, the only solid ones I could find turned up at Brighton Breeze one year, and the guy wanted £3,000 for them, so I politely declined and, instead, spent months trying to rescue the ones

Lupo GTi badges, don't you know

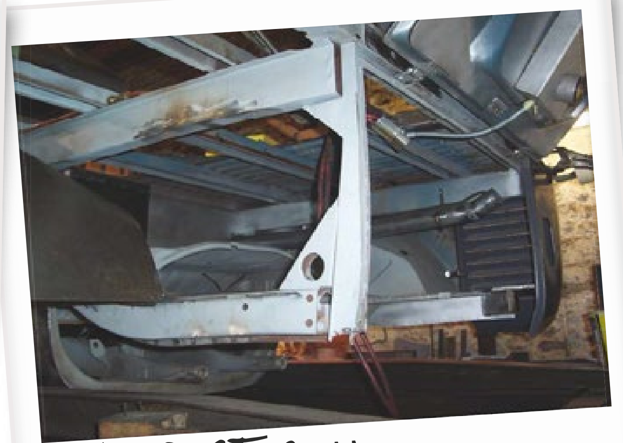
It cost 99p and came from a boat



2 JUNE 2011
...until you go round the other side. Ouch!



3 JULY 2011
Holey shit, literally! Lesser men would have cried



4 AUGUST 2011
Replacing with handmade or Auto Craft panels

TECH INFO

YEAR 1961

ENGINE Fully rebuilt 1600cc twin port, dual Solex 40s, serpentine belt system

SUSPENSION 1-inch narrowed beam; dropped spindles; Sway-A-way adjusters; cut down spring plates; two spline rear drop; notched chassis rails

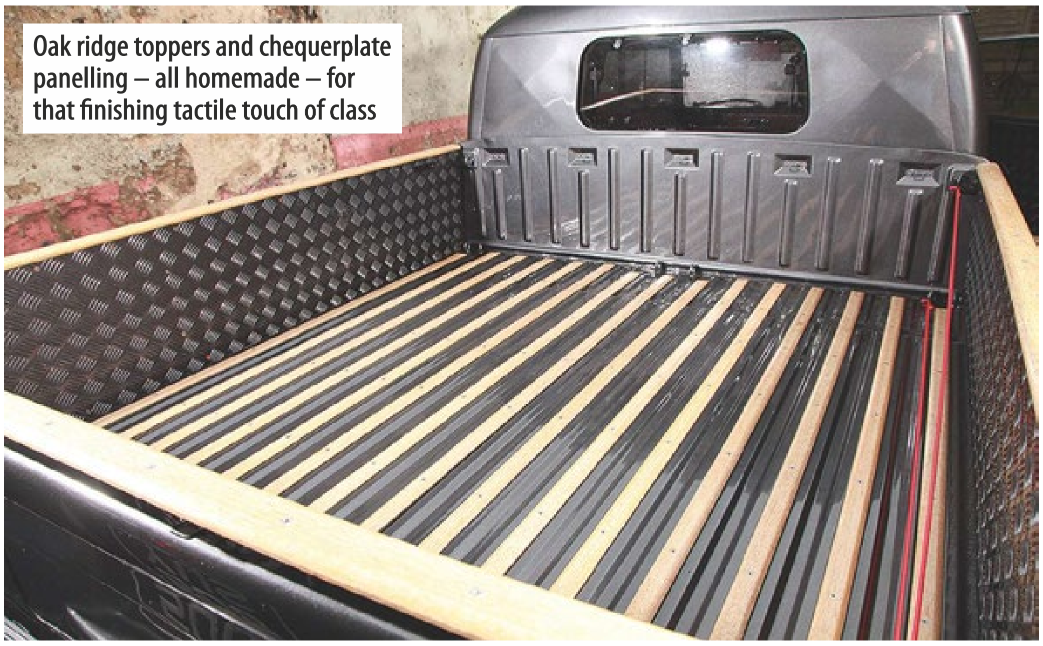
BRAKES BMW 325i 256mm discs; Rover 75 calipers, custom brackets

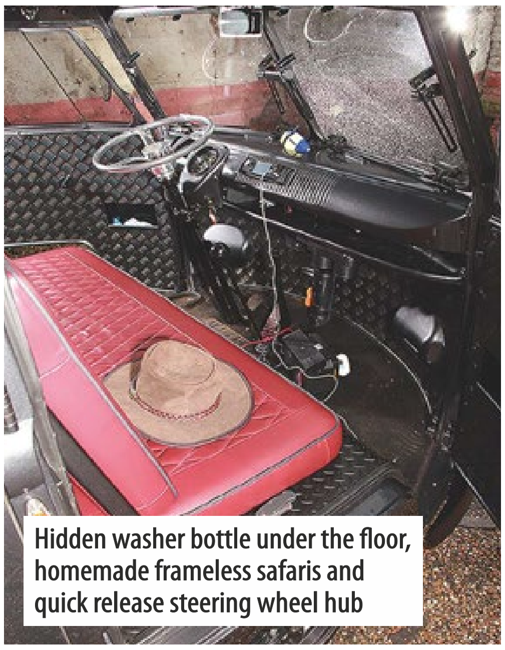
WHEELS AND TYRES 7 x 15-inch BMW E36 alloys

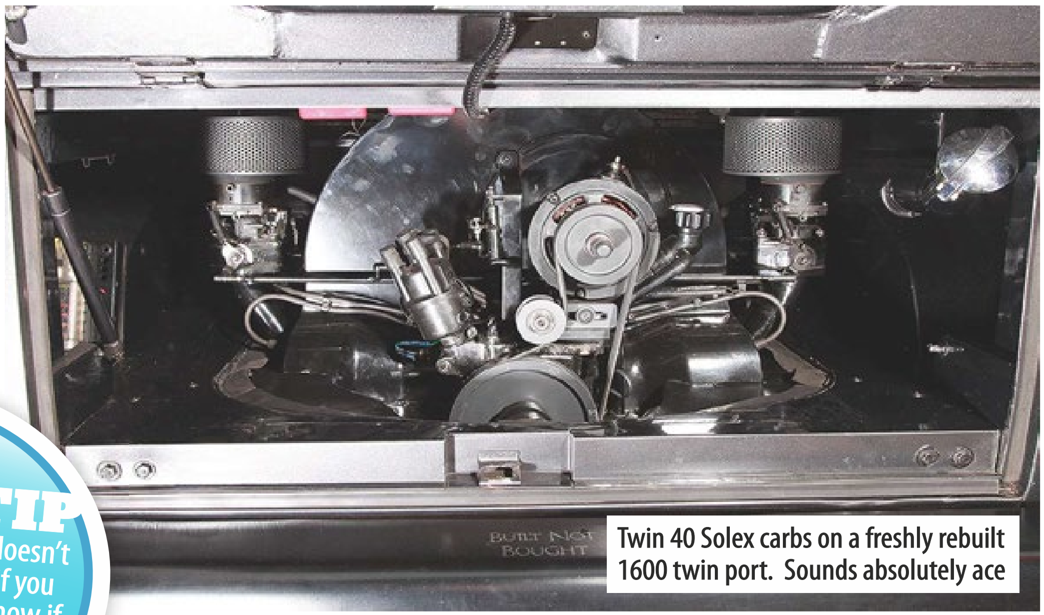
INTERIOR Red leather diamond stitch re-trim, billet steering wheel; JVC / iPad ICE, chequeplate door panels, custom made frameless tinted safari windows

OUR OPINION

Whatever you're welding at the moment, this was worse! With so many homemade touches you can't fail to be inspired by Mark's story, especially when you see how knackered it was when he got it. I love it. ***James***


Oak ridge toppers and chequerplate panelling – all homemade – for that finishing tactile touch of class


Hidden washer bottle under the floor, homemade frameless safaris and quick release steering wheel hub



Twin 40 Solex carbs on a freshly rebuilt 1600 twin port. Sounds absolutely ace

I had. I even had the tailgate welded to a ramp at one point and spent untold hours going at it with a slide hammer to try and straighten it out, but it was definitely worth the effort. I've no idea how much time we actually spent on the welding and prep work – I daren't think – but from start to finish it was about an 18-month turnaround of almost every evening and weekend. To be honest, if I hadn't tackled it myself, I don't think I'd have been able to afford to pay someone and get what I wanted out of them, so I've got a lot to thank Darren and the lads for when it comes to prep and paint.

To add to the list of things I fabricated, I made a brand new fuel tank that fits in neatly below the bulkhead of the pick-up and passenger compartments. By re-shaping it and making it long and narrow, I can now carry a 15-inch spare wheel that's located under the rear seat. Re-engineering both the front and rear seats with additional hinges means I can spin the front seats around and extend the rear seat out to make a bed if needs be, so it's surprisingly accommodating for a Crew Cab. One of my favourite touches though is the recessed washer bottle that lives beneath the floor in the driver's compartment. I really like the idea of keeping things understated and out of sight where possible, and this set up works a treat.

While I was repairing the load bed and the structural supports, I also plumbed in a fire extinguisher system using copper pipe. It certainly works okay as I burnt myself with the CO_2 when testing it out!

Custom-made frame-less safari windows were next on the list, so I drew up some cardboard templates, took them to the local glass cutters and had them knock them up using tinted glass.

Complemented by the stealthy black powder coating and metallic Toyota Gunmetal Grey hue, I like to think there's a kind of under-the-radar thing going on with the Bus, a little bit B2 Stealth Bomber if you like. Darren painted it in the makeshift spray booth we've got at Thanet Motor Centre and, considering he's completely self-taught, I can't fault it, although I obviously still take the piss whenever I see him because I don't want him to know he's done a sterling job.

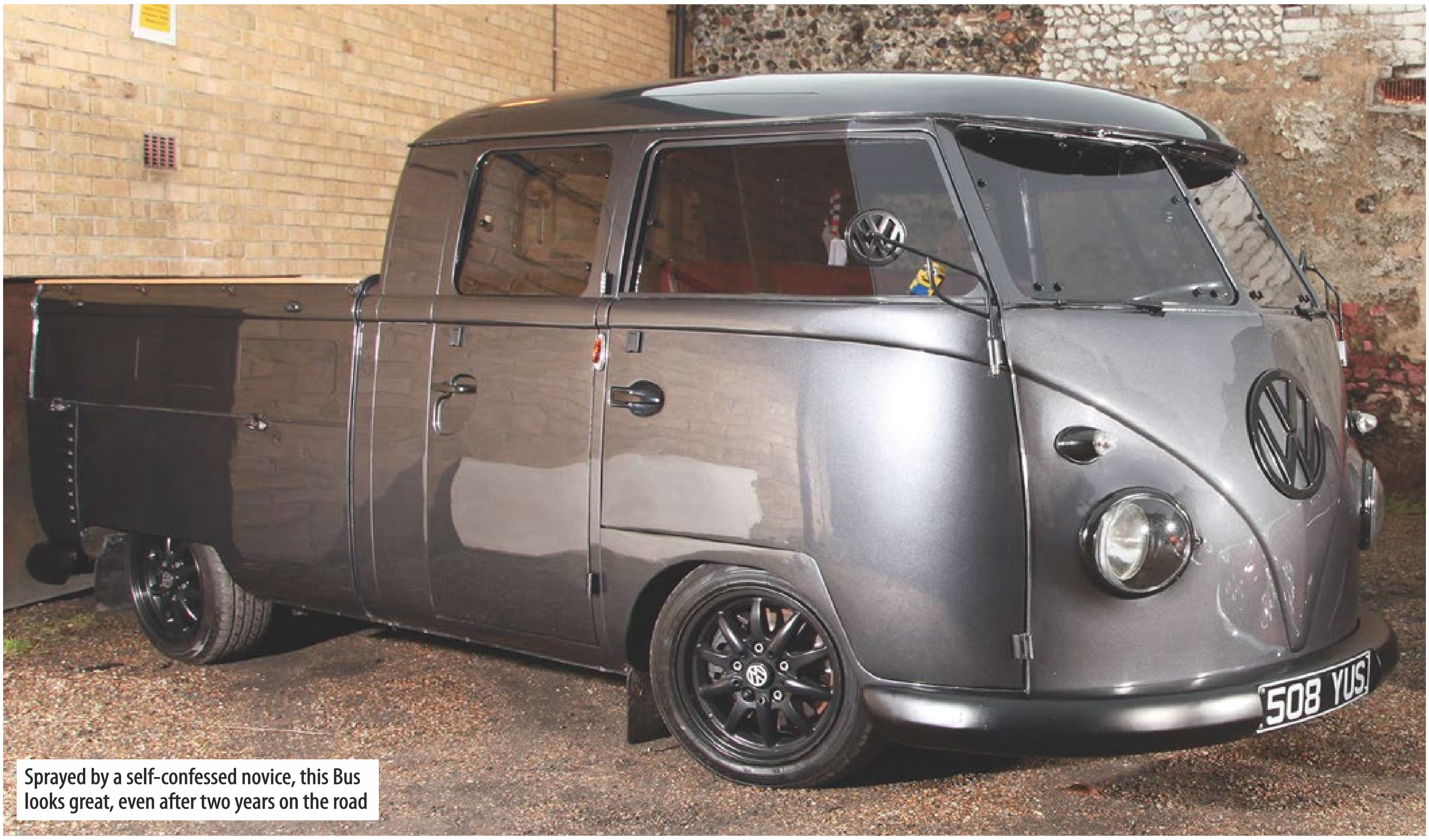
TOP RESTO TIP

Have a go yourself. It doesn't matter what job it is, if you don't try you'll never know if you can do it. If it all goes wrong, it can always be done again

5 DECEMBER 2011
Dropsides were fubar, and took months of repair work

6 APRIL 2012
New KlassicFab pick-up bed was vital

7 JULY 2012
Custom fuel tank allows for use of 15-inch spare



Sprayed by a self-confessed novice, this Bus looks great, even after two years on the road

> “My mantra has always been to have a go at something myself, or trade jobs with mates”

My mantra has always been to have a go at something myself, or trade jobs with mates on a like-for-like basis so, in exchange for the paint job, I modified his front beam and tweaked the air ride set up on his Beetle to put it on the floor.

So far, the Bus has been through three engines, but as it stands it's currently running a rebuilt, stock, 1600cc twin port with twin 40mm Solex carbs and a hefty whack with the detailing stick. Everything was stripped off it and sent for powder coating or painting. No end of people told me it would be too dark, but I rather like the black and grey that runs throughout the engine bay. Unfortunately, the new panels we made for the lower rear three quarters didn't have louvres in them so, after a few overheating issues, we cut some in and re-painted those areas.

Chequerplate panelling inside, cup holders, a big sound system and a 99p boat steering wheel from eBay are just some of the finishing touches. I even got on the lathe (I'd never used one before) and made the quick release steering wheel boss, before turning my attention to the brakes. With five-stud wheels from a later BMW 3-series already in stock, I opted to use the brake discs from the same car, along with Rover calipers. This meant machining the hub mating surfaces and making adapters to fit the calipers inside the wheels, but the brakes are really ace now. I also had to narrow the beam by just an inch to stop the 185/65 tyres catching the arches.

Ultimately, the 18 months it took to build is worth it every time I twist the key in the ignition and go for a drive. There's still a couple of things to do, so maybe next year it'll finally be finished but, as I've also bought a '68 Beetle to restore, that day may never come. Still, I love it and the more shows I get to the more I want to get out there and enjoy it. ■

Thanks: Thanet Motor Centre, Lee Collier and his dad, Darren Porter for the prep and paint, my other half for being cool.

8 SEPTEMBER 2012
First primer coat rubbed down. Nearly there...

9 OCTOBER 2012
Engine and ancillary parts all in the black

10 NOVEMBER 2012
Clever, twin-hinged seat arrangement and bed

1985 PBIS
PETER BEST INSURANCE

1985 30 YEARS 2015

The 'BEST' Deal In
CLASSIC CAR INSURANCE

Looking for a NEW policy or just a great deal on your RENEWAL, our classic car policies deliver exceptional cover at very affordable premiums

- Multi-Car Discounts up to 50%
- Modern & Classic Cars on One Policy
- Special Rates for Collections
- FREE Agreed Value
- FREE Breakdown & Recovery
- Club Member Discounts
- Various Mileage Options

Terms & Conditions apply

PBIS only uses High Quality Insurers.

Classic Car - Modern Car - Classic 4x4
Classic Military - Classic Bike - Classic Commercial

FEDERATION British Historic Vehicle Clubs TRADE SUPPORTER

30 YEARS OF QUALITY CLASSIC CAR INSURANCE

01376 574000

www.peterbestinsurance.co.uk

Authorised and Regulated by the Financial Conduct Authority

FAST SHIPPING AVAILABLE!

Treat your bug or transporter to the quality transaxle it deserves!

BENCO
VW Racing Transaxles

www.BENCORACING.com
951-343-5900

9880 INDIANA AVE. UNIT 13
RIVERSIDE, CA 92503

VW AND VOLKSWAGEN ARE USED FOR DESCRIPTIVE PUPOSES ONLY

DUBS MANIA UK

The Big Summer Weekend for all Volkswagen's, Audi's, Seat's & Skoda's

6th & 7th June 2015

Weston Park, Shropshire TF11 8LE

Saturday 6th (Gates Open 12:00 Noon)
FREE Camping - Daily Driver Display
Evening Entertainment

CAMPING AREAS - FREE CAMPING
GENERAL // QUIET // CLUB

All Weekend
Fun Rides
Food & Drink Stalls
Licensed Bar
Professional Security
Medical Team
On-site Cleaners

SHOW & SHINE
Pre-Book into the Show & Shine and receive **FREE** weekend entry

Sunday 7th (Main Show Day)
Show & Shine Arena (Pre-book for **FREE** entry)
Special Displays - see website
Club Display Village
Trade Stands - £40
Autojumble Stands - **FREE**
Cars For Sale Area - **FREE**

uk-mk3s
National Gathering

Admission Prices
Weekend (Adv.) – Adult £12.50
Weekend (Gate) – Adult £15.00
Sunday – Adult £10.00
Under 16's **FREE**
Advanced Tickets can be purchased from www.dubs-mania.co.uk' Save £2.50 on gate price.
Book 10 or more advanced weekend tickets and only pay £10 per ticket

Sponsored By
DUBSHOWS.co.uk
ROCKAUTO.COM
PERFORMANCE VW

FREE CAMPING & UNDER 16's FREE

Joining Us For 2015

+ RETRO CAR MANIA (SEE OVERLEAF)

www.dubs-mania.co.uk / Contact: 07791 202200 or 01745 798070 (10am - 4pm) / Email: info@dubs-mania.co.uk

Policies from £80**

Classic benefits included*:
- Salvage retention
- Shows and events
- Spare parts cover (up to a limit of £250)
- European motoring (up to 35 days per trip)

Cover options*:
- Breakdown with options to include European cover and Homestart
- Agreed value
- Driving other classics
- Drive to work
- Track day cover
- Wedding hire cover, and many more

Specialist rates for club members

Classic insurance redefined.

Tailor your classic VW insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.

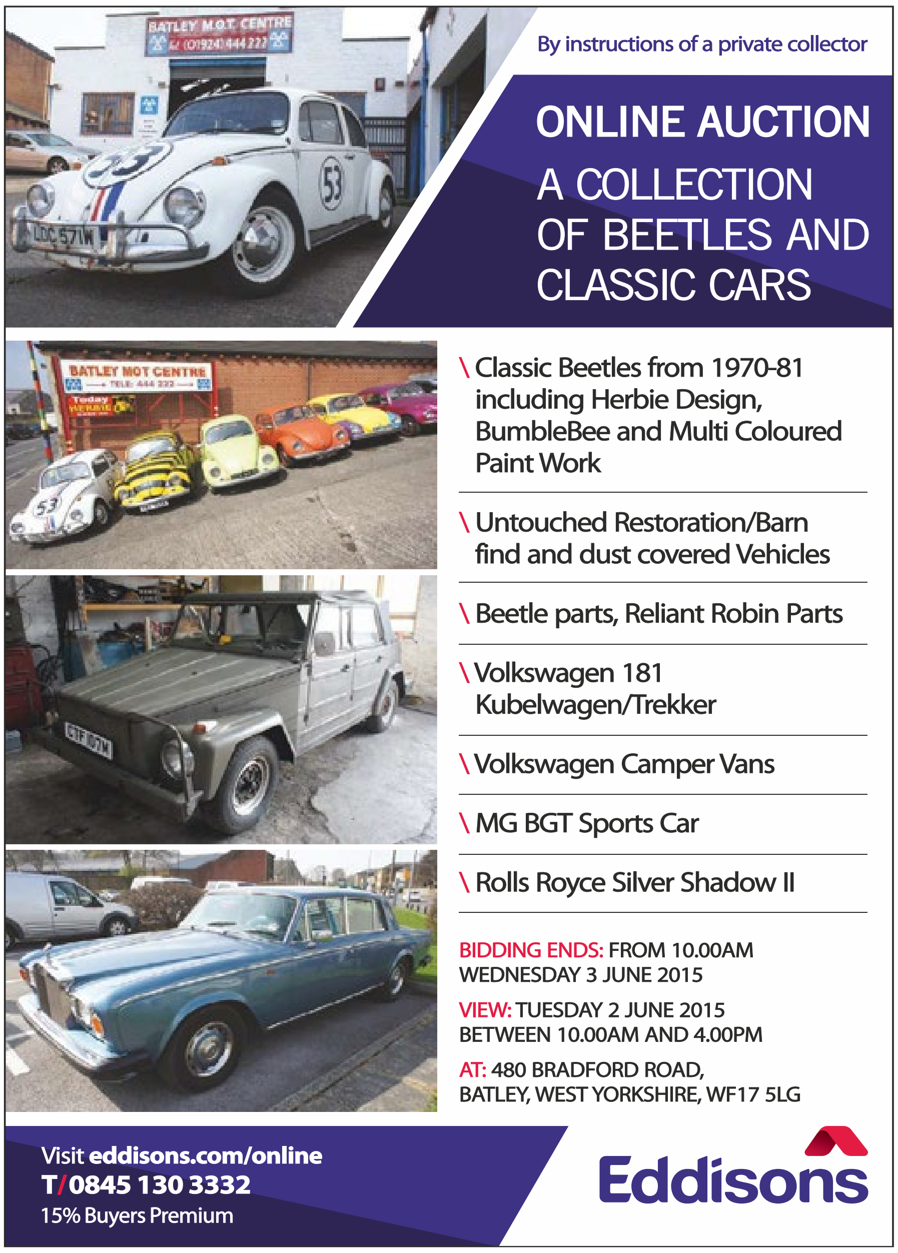
Footman James
We share your passion

0333 207 6034
or visit **footmanjames.co.uk**
*follow us @**Footman_James***

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1968 VW Beetle 1300. Value: £500. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCC203.11.14



By instructions of a private collector

ONLINE AUCTION
A COLLECTION OF BEETLES AND CLASSIC CARS

- \ Classic Beetles from 1970-81 including Herbie Design, BumbleBee and Multi Coloured Paint Work
- \ Untouched Restoration/Barn find and dust covered Vehicles
- \ Beetle parts, Reliant Robin Parts
- \ Volkswagen 181 Kubelwagen/Trekker
- \ Volkswagen Camper Vans
- \ MG BGT Sports Car
- \ Rolls Royce Silver Shadow II

BIDDING ENDS: FROM 10.00AM
WEDNESDAY 3 JUNE 2015

VIEW: TUESDAY 2 JUNE 2015
BETWEEN 10.00AM AND 4.00PM

AT: 480 BRADFORD ROAD,
BATLEY, WEST YORKSHIRE, WF17 5LG

Visit **eddisons.com/online**
T/0845 130 3332
15% Buyers Premium

Eddisons

VIAIR®
Your Vital Air Source

Viair 12 volt compressors

Matt SAVAGE

WWW.VIAIR.CO.UK
Tel 01629 735555

www.fbivw.com

65 Splitscreen
Lowered, walkthrough, sprint stars, rust free
£16,995

55 Oval
very solid and original. Just imported.
£POA

72 Adventure Camper, 2 litre motor, rust free Arizona bus, original interior. Deluxe trim etc. New tyres. MOT
£12,500

74 Westfalia Camper, rust free from california, lowered, dropped spindles, Fuchs, 1800cc strong motor, original interior. Some dings and dents but very cool bus. Ready to go.
£11,995

74 crewcab
Very straight body, original paint, original interiors, eberspacher, runs and drives. Needs welding to lower edges
£6,000

69 Beetle
Good solid car, £1,500 model, front disc brakes MOT and ready to drive
£4,750

55 Oval
nice original one owner car, Rebuilt brakes, new crossplys, lovely oroginal interiors, motor runs very well. Ready to drive
£11,9995.

64 Race prepared beetle,
Full drag race prep to high standard. Needs motor but otherwise a complete and totally rust free car.
£5,995

Large stock of parts including panels, doors, decklids, axles, roof sections available.

✓ Rust free cab doors.
✓ Rust free front axle beams.
✓ Rust free bus engine lids.
✓ Bumpers for split and bay bus. Most years.
✓ Roof sections & full roofs.
✓ Front panels for split and bay.
✓ Rear hatch's split & bay.
✓ Bus wiper motors. Tested working.

We also have a selection of clearance panels. All imported parts but dented, minor rust or other imperfections. Call for details

T: 01792 585544 E: info@fbivw.com
Credit & Debit cards accepted.
FBIVW, Unit 2 White City Road, Fforestfach, Swansea SA5 4EE. UK

RESTORATION - SERVICE - IMPORTS HERTFORDSHIRE, UK

classiccarrevivals.com | 01462 659 833

CCR Classic Car Revivals

Autocamp

www.flagseller.co.uk

www.rolloverjigs.com

FITS ALL CARS/VANS OVER 1900 SOLD!

(subject to correct brackets)

- Castor kits
- Self loaders
- Bracing bars
- Axle dollies
- Car Skates
- Low entry ramps
- Car dollies/ transporters

No more welding on your back!!

Full 360 degree rotation
(some vehicles limited)

Please view the videos on our website: www.rolloverjigs.com

Prices from £240 kit form / £300 fully built.
Call Handling Solutions on (07828) 912986

Evolution

For all your aircooled servicing & repair needs by enthusiasts. Engine reconditioning. Full restoration service. Interior & paints. MOT service. New & second hand parts available. Pre-purchase examinations. Vehicles for sale.

Call: 01722 717570 or mobile: 07736 904232
www.vwevolution.co.uk

VOLKSWAGEN EVOLUTION

Volkswagen Evolution
Building 1, Homeland Security, Chilmark Salisbury SP3 5DU

www.KARMANN KONNECTION.com

WE HAVE MOVED !
THE GOLDEN LION, 289 VICTORIA AVE,
SOUTHEND ON SEA, SS2 6NE

3 bow Westfalia style roofracks for Split & Bay! £249 + vat (comes flatpacked)

Whiteband tyres for all T2's with 14" wheels only £69 + VAT each. Restored powder coated bus wheels Bay/T2 & 65 + vat each

Just arrived from the USA 3 x bays, & a T25, call for more info!

Tel. 01702 340613 - Fax. 01702 332718
www.karmannkonnection.com
info@karmannkonnection.com

Beetlelink

Since '89

info@beetlelink.co.uk
www.beetlelink.co.uk

Unit D2, Preymead Farm, Badshot Lea, Farnham GU9 9LR
Tel: 01252 326767

MCJ PRODUCTS .com

UK Manufactured Billet Volkswagen Accessories and Steering Wheels

Woodrim Steering Wheels available in a range of colours

Split Screen and Bay Window Products
Full range available online

USA Imported rust free parts, vehicles and americana

Tel - 0777 345 1674
Email - mcjproducts@yahoo.com
Web - www.mcjproducts.com

COGBOX
+44 (0)2088422580

VOLKSWAGEN GEARBOXES

www.cogboxtransmissions.com

Beaulieu events

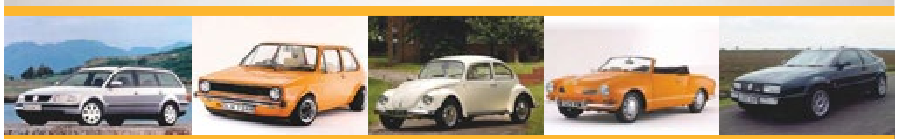
SIMPLY VW

SUNDAY 28 JUNE 2015

A great day out for all Volkswagen enthusiasts!

ALL VW MODELS WELCOME | PEOPLE'S CHOICE AWARD

Entry Includes all Beaulieu attractions:
National Motor Museum, Palace House & Gardens, Beaulieu Abbey and World of Top Gear



VEHICLE ENTRY* Adults £10 Children £5
Call 01590 612888 | Trade 01590 614614
beaulieuevents.co.uk

£1 handling charge on non-online purchases *T&Cs apply, see website for details

Andrew Greenwood's classicshows

VW SHOWS

VISIT OUR WEBSITE FOR A BOOKING FORM
WWW.CLASSICSHOWS.ORG | INFO@CLASSICSHOWS.ORG | 01484 667776

THE EAST MIDLANDS
VW & MINI SHOW
PART OF THE NOTTS CLASSIC EVENT

MONDAY MAY 4TH 10AM–4PM
ADULTS £8 | CHILDREN (7–14) £3
THORESBY PARK OLLERTON
NOTTINGHAMSHIRE, NG22 9EP

THE KNEBWORTH
VW & MINI SHOW
PART OF THE FESTIVAL OF TRANSPORT

SUNDAY MAY 24TH 10AM–4PM
ENTRY £9.50 | UNDER 3s FREE
KNEBWORTH PARK STEVENAGE
HERTFORDSHIRE, SG1 2AX

– 300 FREE PASSES AVAILABLE FOR DISPLAY VEHICLES AT KNEBWORTH –

STEWART MILLER INSURANCE PETER JAMES
Commercial, Personal & Household
0121 422 2282
Specialist Vehicle & Multi Vehicle
0121 506 6040

Creative
COACHWORKS

Specialists in the art of restoration and modification

Steve Gosling's 1961 rag top

Top 20 award winner at The VolksWorld Show 2015

Give us a call to discuss your dreams

01939 235 707 – info@creativecoachworks.co.uk
www.creativecoachworks.co.uk
Unit 1, The Old Creamery, Aston Road, Wem, Shropshire. SY4 5BA

DELLORTO WEBER CARBURETTORS

eurocarb ltd

Weber and Dell'Orto performance carburettor kits and spare parts from THE specialists

Twin carburettor kits including manifolds/linkage/air cleaners:
Weber 34ICTs with EMPI harware from **£379**
Weber IDFs with CB hardware from **£689**
Reconditioned DRLA36/40s with CB hardware from **£689**

NEW!! Deluxe kits available with with CSP linkage!

Kits include **GENUINE Weber/Dell'Orto carbs**.
Jetted to suit your engine – ***no one else does this!***
Beware of cheap Chinese copy Weber carbs.
Manifolds, linkage, fuel pumps, air filters etc.
Available separately.

Now available: Dell'Orto twin single choke kit for Type 4 engines & twin carb. Kits for waterboxers - See website for details
eurocarb ltd. Reading RG8 7JW T: 0118 9842811 F: 0118 9841709

BUY ON-LINE: www.dellorto.co.uk
email sales@dellorto.co.uk

CB PERFORMANCE HIGH PERFORMANCE RACING PRODUCTS
CSP PRODUCTS
EMPI

CHRIS GILLEY BEETLES
STOCKPORT
VW Type 1 & 2 Specialist
0161 439 2819
chrisgilleybeetl@btconnect.com
www.chrisgilley.co.uk

Danbury
MotorCaravans
THE UK's largest
VW camper van dealer!
Call 01454 310000
www.danburymotorcaravans.com

Henley Beetles
A Complete Solution for restoration,
Customization and Servicing of air-cool
Volkswagen including Camper Van
Tel: 01189 403464
Email: info@limobeetles.co.uk
www.henleybeetles.com

www.coolcampers.co.uk
Classic VW Camper Sales 1951-79
Bournemouth 07979 726 763

kiwikombis.com
CLASSIC CAMPERVAN HIRE
Kiwi Kombis Classic Campervan Hire in New Zealand
Providing mighty fine splitscreen and baywindow
vans since 2001. A unique way to experience New Zealand.
Check out our website for inspiration
Email: bookings@kiwikombis.com Web: www.kiwikombis.com
Phone: (+64 9) 5339335

www.RAWSPEED.co.uk
ENGINE TUNING
Performance Volkswagen Aircooled Engines
& Rolling Road Tuning Specialist
Telephone: Plymouth 01752 656295 - Find us on f

VW CAMPER
CURTAINS LTD
Web: www.vwcampercurtains.co.uk
Email: sarah@vwcampercurtains.co.uk
Tel: 01406 422498
Mobile: 07761 568536
Curtains & Upholstery for all types of Campers, Caravans, Canal Boats, Lorries.....
New FOAM any shape or depth – TRACK – CUSHIONS – BUNTING – BOLSTERS
OVER 700 fabrics to choose from: SURF, HAWAIIAN, HULA GIRLS, RETRO, FLOWERS,
STRIPES, CHECKS, SPOTS, PLAIN, BEACH HUTS, BUNTING, SPLITSCREEN, CAMPER &
BEETLE FABRIC – Please check out website and email us for FREE samples!

The LITTLE SPLITTY Company
TOT ROD body shell manufacturer
for childrens go carts Storage box/toy box for inside and outside
Delivery service availiable
adrian@thelittlesplittycompany.com
CONTACT 07735 343 444 OR 01952 279 696
WWW.THELITTLESPLITTYCOMPANY.COM

seats, interiors, canvasses and panels for VW's Based in Bournemouth
Totally Trimmed
-Auto Trimmer
Katie Martin t. 07900 892362 e. totallytrimmed@yahoo.co.uk

TSR
Engine Conversions
07778 805 244
SUBARU CONVERSION SPECIALISTS
UK'S LEADING SUPPLIER AND INSTALLER OF
SUBARU ENGINES INTO VWS
www.tsrengineconversions.co.uk
01638 577622
Unit 2a, Swan Lane Business Park, Exning, Suffolk CB8 7FN

PARIS BEETLES
SUNROOF AND CONVERTIBLE KITS FOR THE VW BUS AND BEETLE
CELEBRATING 25 YEARS
IN THE BUSINESS.
T2 & T25 BUS PULLBACK SUNROOFS KITS
D.I.Y. Vinyl Sunroof Kits for T2 Splitties, Bays
and T25, Fixed and Custom sizes from 2 foot
to 8 foot long, *from £350*
BEETLE VINYL PULLBACK SUNROOF KITS
4 sizes of DIY sunroof kit available, *from £250*
BEETLE CONVERTIBLE KITS
Turn your Beelte Saloon into a fabulous
convertible. *from £800*
EXPORTED WORLDWIDE Tel: 01277 823365
W:www.parisbeetles.co.uk E: info@parisbeetles.co.uk

dubtricks
Aircooled VW Specialist in North Yorkshire
www.dubtricks.co.uk | 01423 780147

For all your VW needs under one roof, from full restos, to interior builds, MOTs, repairs & servicing.

New: T4 & T5 conversions
See our website for details

also find us on facebook and twitter.

bug • bus • ghia
Java
Est. 1994
Cars, Parts & Accessories
www.vwjava.com
01889 504080 or 07770 660924
STAFFORDSHIRE

JGE
custom wheels
www.javaglobalenterprises.com
TORKER 5J x 15
GEEBEE 5J x 15
NEW
RADER 5J x 15
KOZMIK 5J x 15
The professional choice for reproduction wheels
01889 504080 / 07770 660924
www.javaglobalenterprises.com

HOT TIKI ROD
Purveyors of
FINE TIKI & HOT ROD ACCESSORIES FOR THE DISCERNING AMONGST US
www.hotrodtiki.com
01202 382874
mail: enquiries@hotrodtiki.com
Follow us

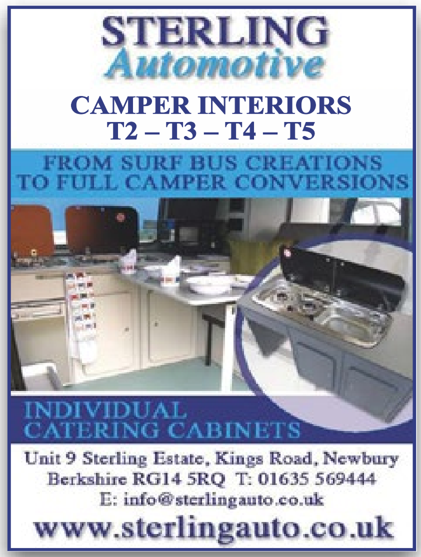
BASED IN ESSEX
V.W. SERVICES

WELDING, MECHANICS, MOT WORK,
FULL RESTORATION AND INSURANCE REPAIRS

PARTS ALSO SOURCED & SUPPLIED
ANYTHING VW AIRCOOLED CONSIDERED TO BUY, CAR OR PARTS.

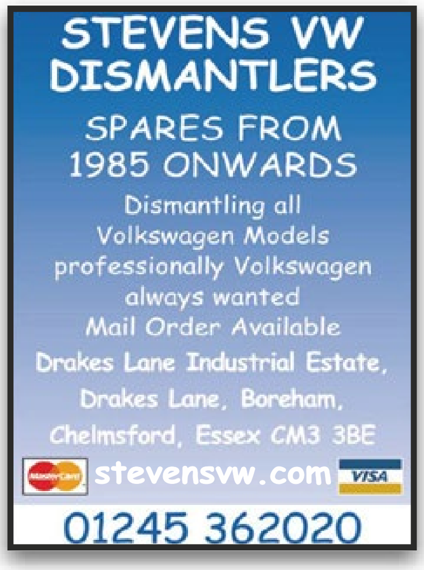
VEHICLES & PARTS ALWAYS AVAILABLE,
40 YEARS COMBINED EXPERIENCE,
COLLECTION SERVICE AVAILABLE

07870 671719 / 01255 861 055
WWW.VWSERVICES.ORG.UK



STERLING
Automotive
CAMPER INTERIORS
T2 – T3 – T4 – T5
FROM SURF BUS CREATIONS TO FULL CAMPER CONVERSIONS
INDIVIDUAL CATERING CABINETS
Unit 9 Sterling Estate, Kings Road, Newbury
Berkshire RG14 5RQ T: 01635 569444
E: info@sterlingauto.co.uk
www.sterlingauto.co.uk

VINTAGE VS SPEED
Roof Rack
Exhaust Systems
Sports Shifter
www.vintagespeed.co.uk
Dan SIMPSON, strokeit@hotmail.co.uk
contact between
9am-6pm on 01304 812741



STEVENS VW DISMANTLERS
SPARES FROM 1985 ONWARDS
Dismantling all Volkswagen Models
professionally Volkswagen always wanted
Mail Order Available
Drakes Lane Industrial Estate,
Drakes Lane, Boreham,
Chelmsford, Essex CM3 3BE
stevensvw.com
01245 362020

SUSSEX KAMPERS
www.sussexkampers.co.uk tel: 01580 819054
Aircooled Restorations | T4 & T5 Conversions

Show Winning Restoration and Paintwork
Servicing, Inspections and MOT's
Lowering and Mechanical upgrades
Modification and Fabrication
Auto Electrics, Split Charge Systems & 240 hook-ups
Vehicle Valuations and FREE friendly advice
Between Nottingham & Leicester, please phone for directions
Johnson
AUTOWORKS
VW SERVICING·MODIFICATION·RESTORATION
tel 01509 889552
www.johnsonautoworks.com

MST
MOTORSPORTS TULSA
"THE SOURCE FOR QUALITY, CNC MACHINED VW AUTO ACCESSORIES"
918-933-6506
DRESS UP YOUR DUB!
ALT / GEN STAND - BILLET
SERPENTINE PULLEY SYSTEM
PUSH ROD TUBES
OIL PUMP COVER PLATE
ALUMINUM VALVE COVERS
BLACK BLUE RED ALUMINUM

ABSOLUTE VW
the midlands leading air-cooled specialist
RESTORATION MODIFICATION SERVICING
routine servicing to project managed restoration and everything in between
...we've got it covered
for more information:
01332 814448
www.absolutevw.co.uk
UNIT 4, WILLOW INDUSTRIAL PARK, WILLOW ROAD, CASTLE DONINGTON DE74 2NP

VOLKSWORLD ONLINE CLASSIFIED

Sell you car NOW on www.volksworld.com for ONLY £15 and get a FREE ad in VW magazine

➤ Advertise on www.volksworld.com and your advert will be seen by around 35 000 VW enthusiasts per month.

➤ Anyone can access your advert at anytime, from anywhere, not just magazine readers.

➤ Adverts appear online, and will appear in the magazine for free (please note: we cannot offer a specific issue for your advert to appear in, it will be placed in the next available issue).

➤ It is easy to set up an online classified advert with our simple step by step process.

➤ Your £15 advert includes a large colour photo as part of your online advert.

jk justkampers.com

www.volksworld.com

Beetles

1970 VW CONVERTIBLE 1200
Lovely condition 1970 cream vw convertible - tax exempt. MOT til august. wolfsburg steering wheel & various other parts. unsure of milage due to clock change. leather straps on bonnet & boot. porsche grill in boot. spent thousands on it. lots of history & bills. kept in heated garage. stunning looker real head turner.. great for weddings & proms ! Mileage: unsure due to clock change, £8500 ovno, Southern England
Tel: 01594 529113
beanhillbarn@btinternet.com

69 beetle - 1641cc
1969 beetle. 1641 big bore engine, 1300 box. EMPI big sump. staggered Sprintstar STEEL wheels (genuine). SCAT short shifter. external sun visor. golf seats. owned since 2004. MOT AUGUST, TAX EXEMPT. solid car, but needs TLC to paint and body. £2,800, Southern England
Tel: 07851934913, pshadey@live.co.uk

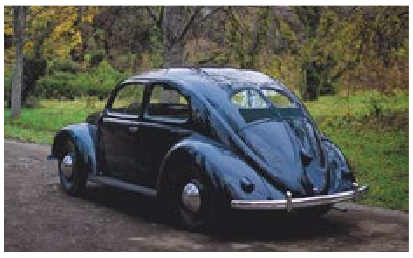
Volkswagen Beetle 1974 1300
I am selling my beetle as it barely gets driven now. MOT until November 2015 and will be taxed to October 2015. Needs new seats and some loving care, but has always been a good driver. Mileage: Unknown as mileage stuck at around 48000,£1750 ovno, London
Tel: 07746955632, Treezey@hotmail.com

1975 VW Beetle 1303
1975 VW Beetle, British registered, replaced bonnet and boot lid and driver-side wing. Extensive paper history, starts first time. Mileage: 94000, £1900, Southern Scotland
Tel: 07716784854, murph21@live.co.uk

Original, matching numbers, 1968 1500 Beetle
Very original 1968 1500 Ruby Red Beetle.
I am the second owner of this beetle, having acquired it from the one lady owner who bought it from VW new in 1968. It had 67,400 miles on the clock when I bought it in 2010 and I have added approx 1200 more since. I have the original bill of sale from VW in North London, along with the original service book with dealer stamp; Waxoil certificate; purchase receipt; MOT's since the 80's and invoices for servicing etc. Both keys fit all doors, engine lid and ignition. I believe it has only ever had one small bit of welding done a couple of MOT's ago, but none before!! I drive her every month or so and she starts no problem every time. There is little to do to bring this car into top condition. Call to discuss/for more info. Mileage: 68,600
£5,500, Western England, 07477824531
jez@designworkswindsor.co.uk

1973 GT BEETLE
I bought the car in October 2011 to restore it, since then it has had a lot of work carried out. The work included New floor plans New heater channels Full re-wire Custom re-spray Custom interior, seats had all the old foam replaced and re covered by the dub farther car trim And lots more A lot of the work was carried out by custom classics, I have lots of receipts for all the parts used and many more for previous history. It still has its original engine and gearbox, this car is now very rare being a GT and even more so as its apple green only a few of these cars left on the road in Britain. Has 2 small scratches by the bonnet MOT until 24th July 2015 For any more information please contact me on 07584294481, viewing is possible at evenings and weekends, £6995, Wales, Tel: 07584294481, matthewwhite795@gmail.com

VW Beetle 1200 Deluxe
Lovely car. Disc brakes, alloy wheels, electronic ignition, .009 distributor, heated front/rear windows, radio/cd, MOT October, maintained by Herbie Hospital. Owned 32 years. No welding required. Reluctant sale. Bargain. Mileage: 100,000 +, £1,999, Northern England
Tel: 01706 378632,
kevinandkathhawkins@hotmail.com



1952 VW 1100 Type 11 A Export Standard
1952 VW 1100 Type 11 A Export Standard 1952 Standard Split Window. Matching numbers,chassis number 1-0 368 XXX.
Pan-off restoration-genuine VW parts. Original color L37 Medium blue. Never welded and crushed. Fenders-original from this car. Glass-original-Securit. Heater-channel-original,never welded. Original floor from this chassis. Hubcaps-original. Original working semaphores of the car, ribbed. Chromed bumpers-never re-chromed. Original taillights. Five new 16"tires. Original keys. Seats cover,door panels,carpet and headliner are restored with German made fabric, produced by "Wagenmanufaktur". Original rubber floor mat. Correct bakelite dash board. Original front axle, restored with German NOS parts. Original cable brakes. Bolts all original. Original 25 hp engine,restored with NOS parts. Wiring harness Siemens-original-perfect condition. Certificate,data sheet from the Stiftung AutoMuseum Volkswagen. Located in Aachen,Germany. In German call +4915778457642. English, Portuguese and Spanish contact us on +359886496076-8:00 - 17:00 CET. £33000, London
+359886496076, office@hiendauto.bg

Camper & Vans

1970 Early Bay Camper.
For sale in my 1970 rust free Westfalia. I imported it two years ago, it has a newly rebuilt engine and runs well. It's solid and straight and has a continental bed in the poptop so sleeps 4. Great bus, 6 months MOT and 5 new tyres. NO RUST! £15,850.00, Wales, Tel: 07568133934
edwardhealer@hotmail.com

VW Transporter Doka Crewcab 2.4D
T4 Doka Custom Crewcab. 2001. 2.4D. Custom built Load bed with motorcycle wheel drop down carry slot in floor. Mahogany Load slats on rear bed. Lowered by 50mm with Air assisted suspension on the rear. Lowered Front & Rear bumpers. 18" Alloy Wheels Black Leather Seats. New Paintwork, sprayed in VW Rally Black. Drives well. Will have a new MOT. Real head turner. Must be seen. Mileage: 165
£8,995.00, Wales, Tel: 07717 237775

1966 VW Split Screen Campervan (LHD)
Type 2 Split Screen for sale, work done by previous owner to a high standard. Features and work done: Bare metal respray Replacement of all new rubbers/window seals with tinted film on all windows (except windscreen) New headlights,front bumper, back bumper, nose badge and various other sundries. Inside it's fully sound proofed under back seats with new laminate flooring and creative engineering "rock n roll" bed/seat. Replaced all the front seat covers/pads and new front seat belts and one in back. Pioneer stereo and great surround sound speaker system All new side panels replaced and also the headliner new Mechanical: Replaced new dual brake cylinder Recon gearbox Recon 1600cc engine Slave battery for power supply inside All new fridge, cooker, sink and pull down table and also awning that has never been used 12 months MOT, Mileage: 71501
£29999, Western England, Tel: 07771904003
gilesdgr@yahoo.co.uk

1978 Bay for sale
LHD 2ltr California import part resto done. Mot passed prior to being garaged. For sale due to money pit of a house. £7,500 ono East Yorkshire Tel. 07801294363, Price: £7,500 ono
Northern England, Tel : 07801294363
broadbent_john@yahoo.co.uk

1970 VW Type 2 Bay Window Pick Up Truck -
Surf truck, Race Car Transport...etc
1970. 91000 Miles. • 1600cc Engine, 4 Speed Manual Gearbox. • Single cab, right hand drive extremely rare. 1 of only 2 advertised in the UK market currently. • Restored around 5 - 10 years ago to a good standard throughout. • Various new parts fitted - new window seals, throttle pedal and cable linkage, Aluminium truck decking • Air ride suspension fitted by Type 2 Detectives - Easily adjustable. Sits slightly lower than a standard T2. • Full interior re trim in leather with white striping. • Original dashboard • Aluminium Chequer plate truck decking. • Waterproof material cover present, not fitted. • Engine and gearbox both in great condition. Starts on the button first time, is simply a pleasure to drive. • MOT Certificate and V5 logbook present. • Can be easily converted to hold a small racing car – Mini, Formula Junior, Formula One etc
Mileage: 91500, Price: £14,995, Southern England, Tel: 07799 621775
olliehancock@aol.com

VOLKSWAGEN Touring Camper
Immaculately presented and appointed 1971 VW Camper. Refurbishments include: Reconditioned 1641cc engine from the VW engine shop, twin carbs electronic ignition, modified distributor, reconditioned gearbox by Limebug with longer 4th gear (easy cruiser at 70mph), new fuel lines, new dual charging system with leisure battery, rear drums with early bay PCD studs to accommodate the Radar wheels, front suspension provided by Red 9, all stainless steel wishbones lowered by 2 inches, front disc brakes and early bay hubs to run Radar wheels, Empi gear lever, dash switch gear supplied by Limebug, high back seats covered in aubergine and cream leather, cream carpets, Mota-lita steering wheel covered in matching leather, Vanwurks interior including fridge and over head storage and LED lighting, 3/4 Rock n Roll bed, side step LED lighting, 8 speaker system, sub-woofa with separate power chargers, radio head unit with touch screen and DVD player, stainless steel roof rack, pop top roof, clear indicator lenses front & rear. One of the finest examples of its type which we are delighted to offer for sale.
Mileage: 2600, £24995, London,
Tel: 02072447323,
harrygibson@londonmorgan.co.uk

Vw T2 bay window high top 1972
Ok condition vw, rare high top, reconditioned engine fitted 3 yrs ago, done very few miles since. Contact for lots more photos. Paintwork and body has rusty bits here and there, but this is a great bargain van for someone who wants the life, but doesn't want to pay 15k. For fully restored version. Welcome to test drive - cambridge,Mileage: Odo says 52k, 1k done with new engine, £6000 or make an offer
Southern England, Tel: 07989 354325
deuheathcote@hotmail. Co.uk

1976 T2 2.0L Westfalia 5berth, LHD
One previous owner (France), VWFSH, cherished, reluctant sale, rare extras include roof wardrobe, luggage bag, servo brakes, side vents, mosquito net, dash table. Rust free, garaged, reliable, min condition, twin carb, stacks of papers.Mileage: 165,000km
£22500, Southern England
Tel: 07525187113,
julian.kenny@btconnect.com

1971 VW Early Bay Camper (LHD)
House extension forces sale of my 1971 Westy. LHD. Imported from Texas in 2007 and restored to a high standard (by previous owner). MOT until July 2015. Runs very well (used weekly) and looks good. Pop top with bed in roof (not hammocks) and 3/4 R&R bed. So sleeps between 3-4. Mustard colour seat covers. Very good condition interior. Mileage: 79945, £11,995, Southern England
Tel : 07852798069,
chrisandmiche@hotmail.co.uk

Volkswagen Transporter Camper 1987
Volkswagen Transporter Camper 1987 1.9 Watercooled, passed D.O.E Imaculate condition, one previous owner 54,100 mls Petrol 1.9
Mileage: 54,100 miles, €9500
Tel: 00353 87 2203158
nicolabcronin@gmail.com

1975 Westfalia Bay Window
Recent full professional restoration. Taken back to new with all restoration documents and invoices. New 1.6 engine. Correct 1975 westy colour and interior fabric. RHD. Absolutely magnificent.£34,995, Jersey, (07797) 723852
jerseyjohn740@msn.com

1965 Split Screen Panel Van
1965 Split Screen Panel Van loads and loads of extras new engine full roof rack 17"rims £2500 cd show van at Volksworld Show to much to list !! £25,000, Southern England,
Tel: 07972142950
supernovasurfboards@yahoo.co.uk

Volksrod

VOLKSROD
Volksrod 71 chopped, low,1641cc,twin carbs, banded rear rims, vintage speed exhaust loads new stuff including tune up ready for summer shows if you like to be centre of attention. First to view will buy, based in Essex email me for loads of photos don't miss out on one off beetle.
£4,995.00, Southern England
Tel: 07935 972 136
Info@beckinghamchauffeurcompany.co.uk

Baja Beetle

BAJA Beetle
An absolutely amazing VW Baja Beetle. Originally a 1974 1303 SuperBeetle (my mother's!) In powder blue. This wonderful car was totally built by 'D.C. Customs' to a no-expense spared remit. Cost approximately £50,000 and 18 months of labour! Centre spread in 'Ultra VW' titled the 'Monster Beetle'! Too many features to mention but 1600 c.c. engine with twin Del' Orto carbs. Gold metal flake engine panels and 'House of Colour' blue bodywork, etc. etc. An absolute bargain at £23,500 (no offers). Price: £23,500
London, Tel : 0208 293 1161 / 07740 467777
headmaster@pointers-school.co.uk

Parts

NOS Kamei Beetle front spoilers
NOS Kamei front spoilers for post '67 Europa bumpered Beetles and 1302/3 Cars. A lucky 'shed' find of a few of these unused 70's accessories. There are also a few Kamei door pockets as well, please enquire. £120 each including UK postage. Southern Scotland
Tel: 01644 430255, andiholmes@hotmail.com

www.volksworld.com

Volkswagen SP1 / SP2

Everybody loves a Brazilian. Although sadly, the USA during the 1970s didn't, otherwise this South American VW might have lasted longer than just five years

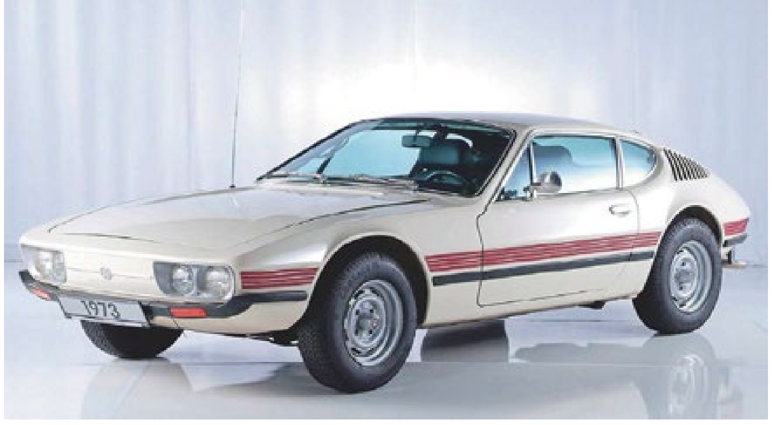
Words
Richard Gunn

The SP1/SP2 is one of those Volkswagens we probably all dearly wish we'd had over here. As attempts to build sporty VWs went, it was one of the more convincing and distinctive efforts, its aggressive yet elegant lines reminiscent of a De Tomaso Pantera in miniature. It was utterly unlike any Volkswagen before or since – and with looks that good, who cared if the performance didn't quite live up to the promise? It even had a cool codename: Project X.

Project X came about because Brazil was closed to imports in the 1970s, so it was pretty handy for Volkswagen that it set up a factory there as far back as 1953. However, Brazilian production of the Karmann Ghia came to an end in 1972, which left the Karmann factory at São Bernardo do Campo with a serious lack of things to put together, as well as Brazil missing its favourite air-cooled sports car. Fortunately, waiting in the wings was Project X. According to popular legend, this had started out in 1969 when some bored Brazilian designers sketched up their own fanciful concepts. However, the design was then seen by Volkswagen do Brasil boss, Rudolf Leiding, (who would eventually go on to run the entire Volkswagen company, introducing the water-cooled, front-wheel drive range and phasing out the air-cooled models in the process. He saw it, liked it and decided it was worthy of production.

> “the nickname *Sem Potência* (Without Power) was soon adopted”

A prototype was completed for the German Trade Show in Frankfurt in 1971, leading *Hobby* magazine to call it 'The most beautiful Volkswagen in the world'. Praise indeed. Still, it was rather striking, being lower than a Porsche 911 and with a very macho long-nose, short-tail appearance. It also featured distinctive 'Leiding headlights' – the quad arrangement also found on the 412, as favoured by Leiding himself. Underneath was a Type 3 chassis and, when the model was officially launched in 1972, a choice of two engines. The SP1 had the 65bhp, 1,584cc 'pancake' engine, while the SP2 boasted 75bhp and 1,678cc.



If VW had ever built a muscle car, the SP2 should have been it

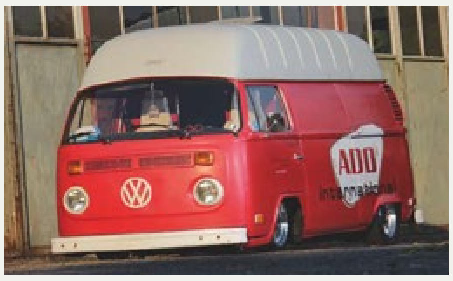
There were lofty plans for the SP2, because Volkswagen do Brasil intended to export it several thousand miles north into the USA. Unfortunately, nobody had checked the height of those Leiding headlamps, which turned out to be too low for American nanny state regulations. Still, it might have been modified – imagine it with pop-up headlamps, like the VW / Porsche 914 or Opel GT – but then a major fuel crisis hit as well. The SP2 might have bounced back from one of those blows, but not both. In the end, not one SP2 was officially imported to the USA. Europe, which might have loved it as a replacement for the Karmann Ghia, received just one solitary example. But by then, the man who had given it life was busy filling the continent with Golfs and Passats instead.

Although the SP1 and SP2 were faster than the Karmann Ghia and could reach 100mph (well, the SP2 could, at least), they still lacked the outright punch that many people expected of cars that exuded such attitude. In fact, the nickname '*Sem Potência*' (Without Power) was soon adopted as the unofficial meaning of SP. The letters are actually either an abbreviation of São Paulo (where the main Brazilian Volkswagen factory was based) or *Sport-Prototyp*, depending on who you choose to believe. Just 88 SP1s were built before the decision was made to concentrate on the more energetic SP2. There was an attempt to boost performance further, dubbed the SP3, and two prototypes were built with water-cooled 1.6-litre Passat engines, but this rescue scheme came to nothing, although a local car tuner, Dacon, did offer a very expensive conversion kit.

By the time production came to an end in 1976, 10,205 SP models had been made, with 155 of those finding their way to Nigeria. It's now a cult classic in its homeland and, though a handful of examples have made it to the UK over the years, for most Europeans the closest they'll come to one is the Lotus White example shown above that's on display in the Wolfsburg museum. Shame. ■

NEXT MONTH • ON SALE 5 JUNE

Chinchilla calling – Hard looking UK Cal Looker
Hi-top heaven – John Merrick's delivery van
How to – Part 3 of our engine build. Machining parts
VW icons – Is it a car? Is it a plane? It's probably a man



Any Questions? Email us at **tech@cip1.com** OR Call us during Office Hours: **Mon-Fri 8AM-5PM PST** From Europe **:00-1-604-881-7858** From Australia TOLL FREE:**1-800-628-596**

cip1.com

California Import Parts Ltd.

Your #1 Source for Restoration & Performance VW Parts since 1979!

OVER 35 YEARS IN THE VINTAGE VW BUSINESS!

For Specials & Discount Coupons, check us out on Facebook and Twitter

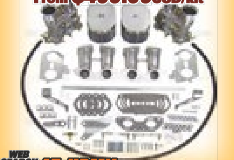
Our 50,000sq ft Warehouse has over 13,000 parts IN STOCK and ready to ship Worldwide!

FAST 5 DAY INTERNATIONAL SHIPPING TO YOUR DOOR!

5 BUSINESS DAY AIR DELIVERY

44MM DUAL HPMX CARB. KITS

From $499.99USD/kit



WEB SEARCH CODE 47-HPMX

48MM DUAL IDA STYLE CARB. KITS

From $759.99USD/kit

WEB SEARCH CODE 47-48MM

34MM DUAL CARB KITS

From $269.99USD/kit

WEB SEARCH CODE C13-34MM

EPC-32/36 2 BARREL PROGRESSIVE CARB KITS

From $269.99USD/kit

WEB SEARCH CODE C13-2BBL

WE STOCK 3 VERSIONS OF THE 34PICT CARB.

From $139.99USD/ea

WEB SEARCH CODE 113-129-031

WE STOCK 5 VERSIONS OF THE 009 DISTRIBUTOR

From $39.99USD/ea

WEB SEARCH CODE 178-009

WE STOCK 4 VERSIONS OF THE VACUUM ADVANCE (SVDA) DISTRIBUTOR

From $79.99USD/ea

WEB SEARCH CODE 905-205

VW DISTRIBUTORS WITH IGNITOR IGNITION MODULES

From $129.99USD/ea

WEB SEARCH CODE PER-D180810

EMPI HI-PERFORMANCE CAMSHAFTS

From $59.99USD/ea

WEB SEARCH CODE 13-22-4

SCAT CAMSHAFT KITS

$159.99USD/kit

WEB SEARCH CODE C15-2005

COMPLETE RATIO ROCKER ARM SETS

$109.99USD/set

WEB SEARCH CODE RATIO-ARM

SERPENTINE BELT/PULLEY KIT

From $199.99USD/kit

WEB SEARCH CODE C15-80316

COMPUFIRE IGNITION MODULES

From $64.99USD/kit

WEB SEARCH CODE C22-2110

COMPUFIRE HIGH OUTPUT IGNITION SYSTEMS

From $239.99USD/kit

WEB SEARCH CODE C22-1110

PERTRONIX IGNITOR

From $69.99USD/ea

WEB SEARCH CODE PER-134

BOLT-ON FRONT DISC BRAKE KIT

From $199.99USD/kit

WEB SEARCH CODE 4121-BO

FRONT DISC BRAKE KITS

From $289.99USD/kit

WEB SEARCH CODE 10-4121

REAR DISC BRAKE KITS

From $279.99USD/kit

WEB SEARCH CODE 4126-KT

OE VW REAR BACKING PLATES

$69.99USD/ea

WEB SEARCH CODE 3-609-4

STAINLESS STEEL LARGE 2-TIP EXHAUSTS

$199.99USD/ea

WEB SEARCH CODE ACC-350675

CERAMIC COATED STOCK MUFFLER KIT

$199.99USD/kit

WEB SEARCH CODE ACC-C10-6064

CERAMIC COATED EXHAUST SYSTEMS

From $179.99USD/ea

WEB SEARCH CODE C13-55-341

COMPLETE 1963-71 BUS MUFFLER KIT

$169.99USD/kit

WEB SEARCH CODE 51-EKIT

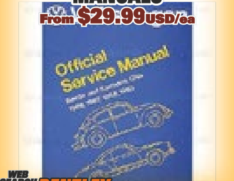
COMPLETE STOCK BEETLE MUFFLER KIT

$129.99USD/kit

WEB SEARCH CODE 35021

BENTLEY SERVICE MANUALS

From $29.99USD/ea



WEB SEARCH CODE BENTLEY

HEAVY DUTY CLUTCH KITS

From $119.99USD/kit

WEB SEARCH CODE 5149-KT

BUGPACK BILLET SHIFTERS

From $54.99USD/ea

WEB SEARCH CODE 12-SHIFT

SCAT SHIFTERS

From $99.99USD/ea

WEB SEARCH CODE 15-8050

EMPI SHIFTERS

From $44.99USD/ea

WEB SEARCH CODE 13-SHIFT

SIDE GEAR SET 1961 & LATER SWING AXLE

$99.99USD/set

WEB SEARCH CODE 111-598-081

SWING AXLE & I.R.S. SUPER DIFFS

From $169.99USD/ea

WEB SEARCH CODE S-DIFF

HEAVY DUTY SIDE COVERS

From $44.99USD/ea

WEB SEARCH CODE HD-COVER

TORQUE TOOL KIT

$74.99USD/kit

WEB SEARCH CODE 10-7036

SUPER BEETLE STRUT LOWERING KITS

$189.99USD/kit

WEB SEARCH CODE 60-KIT

SUPER BEETLE LOWERING SPRINGS

From $59.99USD/pr

WEB SEARCH CODE C29-138

VANAGON LOWERING SPRINGS

$199.99USD/set

WEB SEARCH CODE 9879

2 1/2" DROPPED SPINDLES

From $89.99USD/pr

WEB SEARCH CODE ACC-C10-416

COMPLETE STEERING WHEEL KIT

From $149.99USD/kit

WEB SEARCH CODE 498-600

COMPLETE 12V WIPER ASSEMBLY 1967-77 BEETLE

$149.99USD/ea

WEB SEARCH CODE 113-989-955

ELECTRIC FUEL PUMPS FOR ALL APPLICATIONS

From $27.99USD/ea

WEB SEARCH CODE E-PUMP

3-POINT RETRACTABLE SEATBELT KIT

$149.99USD/kit

WEB SEARCH CODE 3PTEU

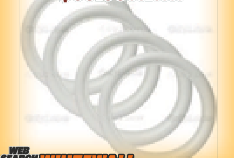
REPLACEMENT SUNROOF CABLES

From $74.99USD/ea

WEB SEARCH CODE SRCABLE

14" OR 15" WHITEWALL INSERTS

$69.99USD/set



WEB SEARCH CODE WHITEWALL

4 LAYER BEETLE OR GHIA CAR COVERS

$79.99USD/ea

WEB SEARCH CODE 100-010

SWAN NECK MIRRORS

$169.99USD/pr

WEB SEARCH CODE ZVW141

GERMAN FENDER BEADING KIT

$49.99USD/kit

WEB SEARCH CODE 898-022-GR

REPLACEMENT DASH PAD FOR RIGHT-HAND DRIVE 1971-77 BEETLE

$199.99USD/ea

WEB SEARCH CODE B-RHD

CIP1 STOCKS RETROSOUND RADIOS! NEW CLASSIC & MODEL ONE IN STOCK NOW!

From $159.99USD/ea

WEB SEARCH CODE RETROSOUND

NEW RETROSOUND MODEL 2 & ZUMA RADIO IN STOCK NOW!

From $229.99USD/ea

WEB SEARCH CODE ZUMA

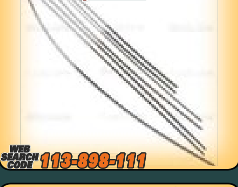
DELUXE HIGH OUTPUT ALTERNATOR CONVERSION KIT FOR 12-1600CC BEETLE/GHIA ENGINES

From $139.99USD/kit

WEB SEARCH CODE 5750

STAINLESS STEEL MOLDING KITS

From $59.99USD/kit



WEB SEARCH CODE 113-898-111

REAR QUARTER POP OUT WINDOW KITS

$399.99USD/kit

WEB SEARCH CODE 113-898-400

GENUINE GERMAN MADE BEETLE WINDOW RUBBER KITS

From $99.99USD/kit

WEB SEARCH CODE 121-WGR

CHROME WINDOW MOLDING KITS

From $49.99USD/kit

WEB SEARCH CODE 113-305

CIP1 NOW STOCKS THE FULL LINE OF VDO GAUGES!

WEB SEARCH CODE VDO

CIP1 NOW STOCKS THE FULL LINE OF AUTOMETER GAUGES!

WEB SEARCH CODE AUTOMETER

COMPUFIRE STARTERS

$249.99USD/ea

WEB SEARCH CODE C22-536

BRAND NEW 12V STARTERS

From $79.99USD/ea

WEB SEARCH CODE 311-911

10 LED 7" CRYSTAL HALOGEN HEADLIGHT

$109.99USD/pr

WEB SEARCH CODE C11-S2010LED

HELLA HEADLIGHT ASSEMBLIES

$59.99USD/ea

WEB SEARCH CODE BAA-941-751

STOCK HELLA TAILLIGHT ASSEMBLIES

From $49.99USD/ea

WEB SEARCH CODE BAA-945

All prices are in US dollars. This ad supercedes all previous ads. Prices subject to change without notice. All prices DO NOT include shipping charges. Shipping charges are always extra. Many items are legal for racing only and may never be used upon a highway. Please check your local laws. International shipments may be subject to taxes, duties, and fees, once they reach your country. We have no control over these charges and they may vary widely from country to country. You, as the importer of record, will have to comply with the laws and regulations of your country and will be responsible for these charges.

jk justkampers.com

Your number one source for quality VW parts & accessories

Quality Doesn’t Have To Cost More!

Quality Panels for your Split Screen

Front Roof Repair
Split Screen (1955 to 1967)
J20571
£29.75

Inner Peak Repair
Split Screen (1955 to 1967)
J20574
£46.50

Front Screen Full Outer Repair
Split Screen (1955 to 1967)
J20519
£221.00

Front Screen Lower Repair
Split Screen (1955 to 1967)
J20518
£165.00

NEW! Complete Front Panel
Split Screen (1955 to 1967)
J39766
£650.00

Front Panel Lower Repair (350mm)
Split Screen (1950 to 1967)
J21035
£156.25

Front Panel Lower Repair (200mm)
Split Screen (1950 to 1967)
J21036
£128.75

NEW! Best Quality Front Panel

NO MAINLAND UK OVERSIZE SHIPPING CHARGES!

Visit justkampers.com or call 0345 1266266

Find out why we have a five star rating on ★★★★★ TRUSTPILOT